

# NORTHERN ONTARIO CANOE ROUTES

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Department of Lands and Forests

General Publication 7







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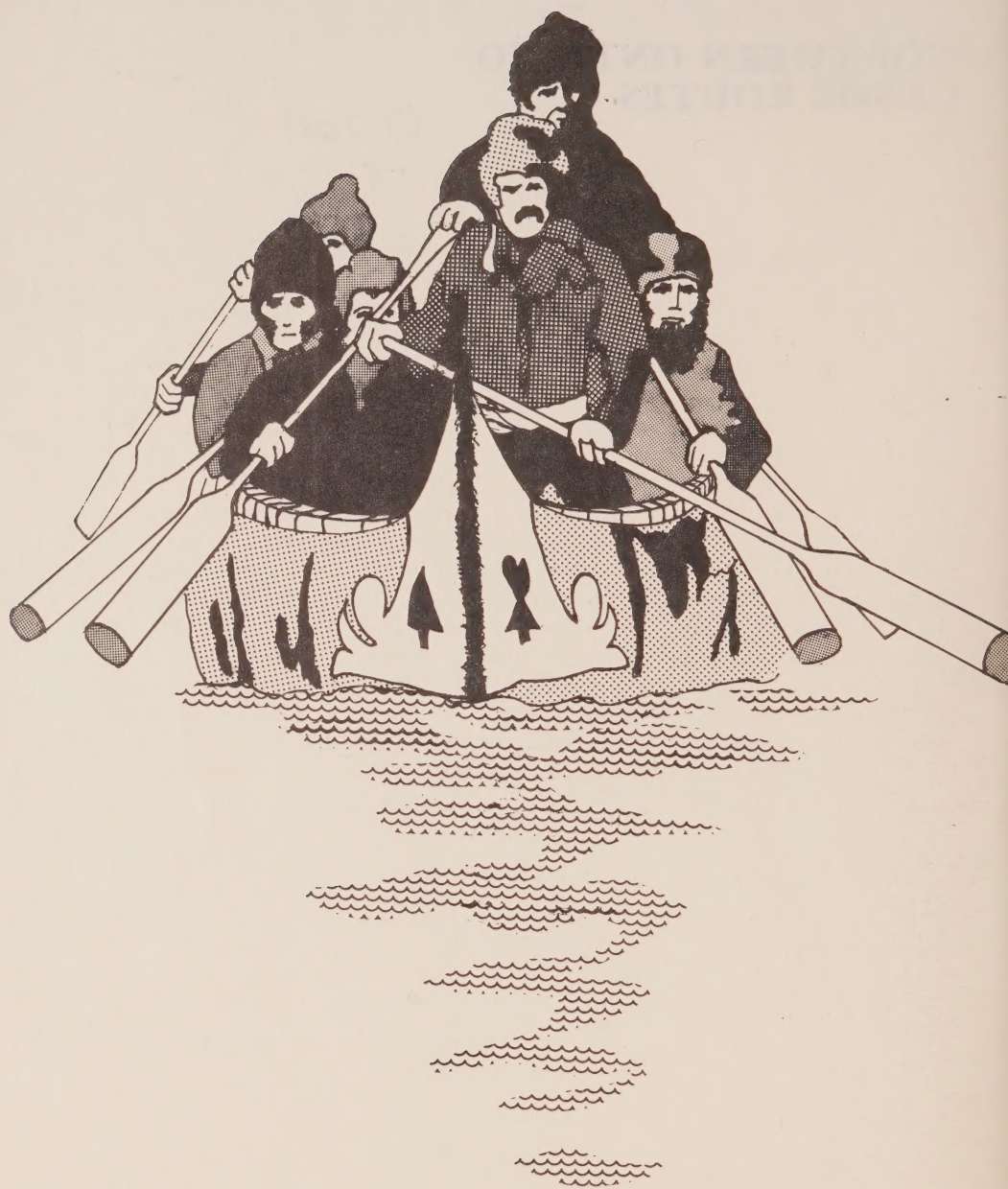
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9-22 **NORTHERN ONTARIO  
CANOE ROUTES**

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## INTRODUCTION

Few Canadians are aware of the many opportunities to follow the footsteps and experience the challenges of the early explorers and voyageurs who first crossed this continent. Ontario has been endowed with a vast network of 250,000 lakes and connecting waterways which permit unlimited canoe travel in almost any direction.

This booklet contains selected portions of 10 major drainage basins in northern Ontario. The canoe routes outlined here are being re-developed and maintained by the Ontario Department of Lands and Forests, and provide a choice of travel through a wide range of water, forest and geological conditions. Many of them lead through huge wilderness expanses, far from civilization, providing opportunities rarely found elsewhere in settled parts of North America.

Success of your wilderness trip depends entirely upon your resourcefulness. Pre-planning is an essential requirement, as you must carry enough provisions for each trip. Times have changed since men could live off the land; few of us are prepared to risk our lives, and improperly prepared most of us would fail to survive. This booklet suggests trips where you may find true adventure and tips on how to avoid serious difficulty.

Today's canoe trippers should respect the rights of all wildlife encountered during the journey. A campfire's warm glow in a well-kept campsite is a memorable experience. The co-operation of all wilderness travellers is necessary to ensure the enjoyment of those who follow.



## DISTRICT DATA

A number of routes pass through more than one Lands and Forests administrative district. Each district is responsible for the routes within its boundaries and so can best answer local enquiries. Detailed route descriptions can be obtained free-of-charge from the District Forester, Department of Lands and Forests, at one of the following addresses:

District	Address
<i>Chapleau</i>	<i>34 Birch Street, Chapleau, Ontario.</i>
<i>Cochrane</i>	<i>140 Fourth Avenue, Cochrane, Ontario.</i>
<i>Fort Frances</i>	<i>922 Scott Street, Fort Frances, Ontario.</i>
<i>Geraldton</i>	<i>208 Beamish Avenue, Geraldton, Ontario.</i>
<i>Kapuskasing</i>	<i>5 Government Road, Kapuskasing, Ontario.</i>
<i>Kenora</i>	<i>808 Robertson Street, Kenora, Ontario.</i>
<i>North Bay</i>	<i>222 McIntyre Street West, North Bay, Ontario.</i>
<i>Parry Sound</i>	<i>4 Miller Street, Parry Sound, Ontario.</i>
<i>Sault Ste. Marie</i>	<i>875 Queen Street East, Sault Ste. Marie, Ontario.</i>
<i>Sioux Lookout</i>	<i>Box 309, Sioux Lookout, Ontario.</i>
<i>Sudbury</i>	<i>174 Douglas Street West, Sudbury, Ontario.</i>
<i>Swastika</i>	<i>Swastika, Ontario.</i>
<i>Thunder Bay</i>	<i>14 North Algoma Street, Thunder Bay, Ontario.</i>
<i>White River</i>	<i>200 Winnipeg Street, White River, Ontario.</i>

## CAN YOU COPE?

Before planning a trip you should be able to swim, be a good paddler and in good health. Competence in handling a canoe in all types of water and wind conditions is vital. Inexperience can be disastrous.

All canoe routes have portages. Some are long and arduous over heights of land. All are necessary to bypass rapids and waterfalls.

## BE PREPARED

Watch your weight. Keep everything down to a minimum in weight and bulk. *All equipment must be carried at every portage.* Modern tents, warm sleeping bags, freeze-dried foods and nesting cookware are all designed to reduce your load.

Plan good menus for every meal. Fresh air and exercise cause big appetites.

Packsack all equipment. Packframes, which don't stow easily in a canoe, aren't necessary if your pack is loaded properly. Cushion the inner back of the pack with soft items. Keep heavy items high, and close to your shoulders.

## GLASS WILL SMASH

*Use a check list.* Ensure that you have included all essentials. This list may vary according to time, distance or difficulty of a trip.

## MAPS

A good compass and map are essential in wilderness country. Learn to use a compass and read maps accurately. Learn to recognize and record significant landscape features as you pass them. Check elapsed travel time over known distances to estimate the effects of wind or current on your rate of travel.

THE NATIONAL TOPOGRAPHIC MAP SERIES incorporating accurate detail from aerial photographs, should be used when planning a wilderness canoe trip. Most of northern Ontario is covered on a scale of 1:126,720 (1 inch = 2 miles). The far northern areas are covered on a scale of 1:250,000 (1 inch = 4 miles). Maps on a scale of 1:50,000 (1 inch = 1 mile) are now available for some of the southern routes. Detailed strip maps are also included in descriptions for some difficult routes.

The National Topographic Maps, listed with each route, may be obtained at a cost of 50c each (plus Ontario Sales Tax to Ontario residents) from:

*Map Distribution Office,  
Department of Lands and Forests,  
Whitney Block, Toronto 182, Ontario.*

*Survey and Mapping Office,  
Department of Energy, Mines and Resources,  
615 Booth Street, Ottawa 4, Ontario.*

## **EMERGENCY COMMUNICATIONS**

Various communication networks (telephone, radio-telephone and radio) exist throughout the north country. Agencies with one or more of these installations include commercial outfitters, outpost camps, Indian communities, Hudson's Bay Company posts, mining and logging camps, Department of Lands and Forests headquarters and the Ontario Provincial Police.

## **WIND AND WEATHER**

As unseasonable wet or cold weather may occur throughout Northern Ontario, the canoeist is well advised to carry warm, rainproof clothing.

The Northern Ontario climate varies considerably. Rain is heaviest along the eastern shore of Lake Superior and gradually decreases towards James Bay. A number of the tributary streams flowing into Lake Superior and Lake Huron must be travelled during the spring freshet period from mid-May to the end of June. Further north, most rivers are navigable throughout the summer.

Summer temperatures can range from 50° to 80° in the southern portion, to a range of 40° to 70° in the Hudson's Bay Lowlands. Travel on the Severn and Winisk Rivers should not be attempted before June 20th. Fog is common in the James Bay coastal area.

## **GUIDED TRIPS**

An experienced guide should be hired for all trips through the area from Highway 11 north to James and Hudson Bay. The knowledge of a guide in isolated, wilderness country can make or break a trip. Canoeists with limited experience should choose a shorter trip in a less remote area.

## **CHOOSE WITH CARE**

Some northern outfitters are not yet equipped to meet the needs of canoeists and do not carry adequate stocks of dehydrated or freeze-dried foods.

Many charter air services throughout Northern Ontario can provide float plane transportation, permitting travel on selected portions of most routes.

Additional information about guides, outfitters or air transportation can be obtained from district offices of the Department of Lands and Forests.

## **WHEN TRAVEL IS RESTRICTED**

During Ontario's forest fire season, which is usually from April 1st to October 31st, you will be subject to the regulations under the Forest Fire Prevention Act.

RESTRICTED ZONES will be imposed only when the Department considers it is unsafe to travel or set campfires in the forest be-



cause of possible fire danger. As soon as the danger period is over however, the restricted zones will be lifted. Periods of restricted fire or travel should not last more than a few days at a time, although there can be exceptional circumstances.

When a RESTRICTED FIRE ZONE is imposed, you may not start an open fire, but will be free to use a portable stove or charcoal for cooking or obtaining warmth.

When a RESTRICTED TRAVEL ZONE is imposed, travel in the forest will be permitted only with a FOREST TRAVEL PERMIT issued by a Lands and Forests Officer.

#### EMERGENCY AREAS

If lives could be endangered from encroaching forest fires, any community or group of persons can be evacuated from an emergency area designated by the Lands and Forests Minister.

#### CAMPFIRES

Campfires for cooking or warmth are permitted in a fire district unless prohibited under a RESTRICTED FIRE ZONE.

They must be built on bare rock or mineral soil free from flammable material, with an area of at least three feet in width immediately outside the edge of the fire cleared of flammable material to bare rock or mineral soil.

#### NO SMOKING

Sorry, but Regulations won't allow you to smoke while walking or working in the forest during the fire season. This common sense rule has been followed by experienced woodsmen for years.

#### WHAT YOU'LL NEED:

##### COMFORTABLE CLOTHES

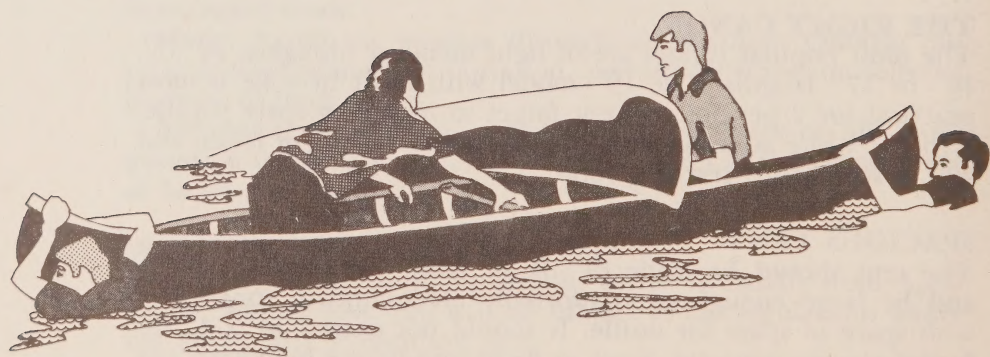
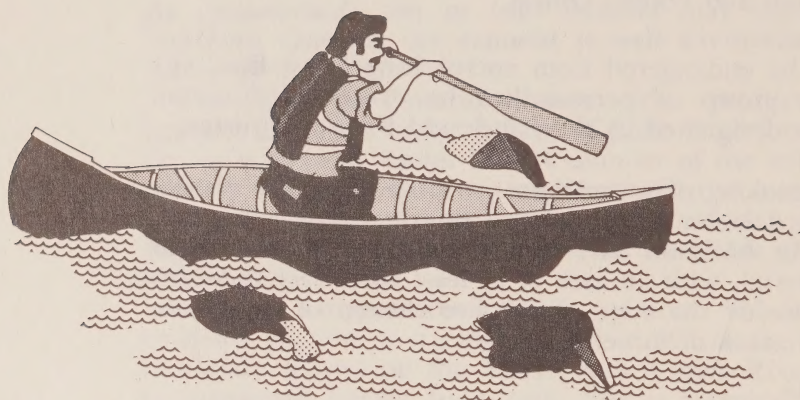
Take a complete change of clothes from the skin out, (woollens recommended): a heavy shirt and windbreaker jacket, slicker, strong shoes, extra socks. A pair of canvas deck shoes are very useful and will dry out rapidly. You will also need maps and compass, waterproof match box, heavy pocket-knife, flashlight and toilet articles.

##### THE RIGHT CANOE

The most popular canoes are of light metal or fibreglass in 15', 16' or 17' lengths. The 16' model with built in yoke is most practical for 2 persons. Do not forget to include a spare paddle, a roll of white adhesive tape for the minor repairs of leaks, and 50' of strong  $\frac{1}{4}$ " tracking rope.

##### SPACIOUS TENT

The tent should be made of silk or other light-weight fabric, and be large enough to comfortably accommodate your party with space to spare for duffle. It should not exceed 10' x 12' to fit the average campsite. Sewn in floors and flybars help keep out pesky mosquitoes.





## **GOOD BAG**

A light down or feather sleeping bag is recommended although you can get by with a couple of good woollen blankets and a ground sheet. When purchasing a sleeping bag, check the temperature range rating. Do not underestimate the importance of this item. A good sleeping bag is a lifetime investment.

## **MESS KIT**

Nesting mess kits available in 2, 4, 6, or 8-man outfits contain all necessary cooking and eating utensils. Don't forget soap, dish towels, candles, toilet paper and tough plastic garbage bags. A sheet of light, tough polyethylene plastic is also invaluable for protection from sudden showers or prolonged rainy weather.

## **TOOLS**

A 2½ lb. single bit axe with 26" or 30" handle and sheath is much more useful and much less dangerous to use than a hatchet. Use a 6" flat mill file for sharpening your axe. A collapsible trenching shovel is also useful for constructing a safe fire pit or latrine.

## **FORGET FIREARMS**

Firearms are not required for protection from any animals in northern Ontario.

It is unlawful to be in possession of firearms, or use them in Ontario, for the purpose of hunting at any time without the authority of a hunting licence. **NO HUNTING LICENCE IS VALID IN ANY PART OF ONTARIO DESCRIBED IN THIS BOOKLET DURING JULY AND AUGUST.** The possession of a firearm in any area inhabited by game is *prima facie* evidence of hunting.

Firearms include air or pellet guns, long bows and cross bows. Hand guns or pistols may not be carried at any time except on a special permit issued by the police authorities. Such permits are not issued to non-residents.

## **BOTHERSOME BRUINS**

Black bears, attracted to a campsite by food odours, can cause damage to tents or other equipment. Leave bacon, etc., outside the tent in a cooler or tied securely in a tree well off the ground, and keep the campsite free of all garbage. Bears will normally retreat quickly from humans but have been known to attack a person in a prone or semi-prone position. Stay upright and never attempt to frighten a bear.

## **SAFE JOURNEY**

You should be completely experienced in the use of all your equipment. Be sure you and your friends are good paddlers before attempting a wilderness trip. Know how to read a map and compass. Be skilled in axemanship, first aid, portaging and

packing techniques. Do not take unnecessary risks; the lives of your companions and yourself may be at stake.

Forest fire patrol aircraft are over the area daily during the fire season. Many other aircraft are flying over the northern woods and will investigate any indication of distress. If you have a serious accident, treat the patient and follow this procedure:

Construct a campfire on a beach or other safe location. Place green hardwood boughs or wet rotten wood on the fire to produce as much smoke as possible. This smoke will be visible from a distance of 10 or more miles by air.

A standard ground signal is an S.O.S. in letters at least 10 feet long. The S.O.S. call in the wilderness is three signals of any kind, either audible or visible. The answer to a distress signal is two audible or visible signals.

## **WATER SAFETY**

When properly used, a canoe will provide the easiest and most efficient means of water transportation for wilderness travel. Subject to common sense and a good paddling technique, it is as safe as any other type of watercraft. The following seven rules should be observed to reduce potential risk.

1. *In a swift downstream current, backpaddling will assist in maintaining easier control and alignment of the canoe.*
2. *When travelling in rapids, watch for a "V" pointing downstream which will denote a chute. A "V" pointing upstream indicates a rock which should be avoided.*
3. *Try not to allow your canoe, in any circumstances, to swing broadside against a rock while travelling downstream. If it does happen, shift your weight to the downstream gunwale and try to push off with your paddle. If unsuccessful, jump out on the rock or shallow water on the upstream side to avoid swamping or serious damage to your canoe.*
4. *Always wear an approved life jacket, and if you capsize, hang onto the canoe. It will not sink, and will keep you afloat until you reach shore. If you are swept down a rapids, avoid injury by travelling feet first on your back.*
5. *Carefully plan your trips across large areas of open water, and beware of increasing wind velocity. If you are caught in rough water, head into, or slightly diagonally into the waves, keeping your weight well to the stern so that the bow will rise. Paddle steadily for sheltered water, never letting the canoe turn broadside to the wind or waves. Above all—DO NOT PANIC.*
6. *Load the canoe for proper balance and leave a minimum of six inches of freeboard amidship. Keep the centre of gravity low and always kneel in rough or fast water.*
7. *Warn your friends, if you want to change places in the canoe.*

## **PORTAGES**

Plan the day's travel in advance and watch for portage locations which may not be marked. Use the portages. Do not alter established portage markers. Where there is no obvious portage, the rapids should be examined carefully before being run. If in doubt, play it safe and "line" your canoe down with your "track" rope. It is unwise to attempt running any rapids unless



you are well experienced in this type of adventure and can recognize potential danger points.

Do not tire yourself needlessly on long portages. Move your canoe and equipment in stages to provide rest breaks on your return trips.

### **CAMPSITE CARE**

If possible, select an established campsite at either end of a portage, on islands, or on the point of a peninsula. Choose an open site, with proper drainage. The welcome breeze will discourage mosquitoes. Don't dig drainage ditches. They create erosion problems and ultimately destroy the site. Use the existing fireplace. Charcoal deteriorates little with age, and the resulting debris is most unpleasant for those who follow.

Dead and dry wood produce the best fire; so don't cut live trees or boughs. 'Beds from boughs' are discouraged because of the unsightly remains and increased fire hazard.

Leave the campsite clean with a small supply of firewood for the next camper. Never leave a campfire unattended, and make sure it is completely extinguished before continuing your trip.

### **GATHER GARBAGE**

Dispose of all litter. It's good wilderness manners. Garbage which can burn should be completely incinerated in the campfire. Remove cans from fireplace, flatten and carry them out to a proper disposal area. Do not throw any debris into the water or bush. Fish entrails should be burned or left on the shore for gulls.

Always dig a latrine at each campsite and cover it before you leave. Locate it at a sufficient distance from the campsite and shore to avoid pollution.

### **IGNORE INSECTS?**

Unfortunately, blackflies and mosquitoes are present, to some degree, in northern woods throughout the summer. The blackfly, which breeds in moving water, is most prevalent in June, decreasing in numbers as the season progresses. This insect, unlike the mosquito, doesn't bite after dark or while inside a tent or shelter. It is particularly attracted to dark coloured clothing and can be most annoying on cloudy or humid days and during the evening.

Mosquitoes breed in stagnant water, and persist throughout the summer. They are most severe in low, swampy country but are less troublesome in rocky uplands, or on lakes large enough to provide a breeze.

The experienced woods traveller learns to cope with these pests by wearing light coloured, long-sleeved shirts and by using insect repellent creams and sprays. A flyproof tent permits a comfortable, insect-free sleep when the interior has been sprayed a short time before retiring.

## **FISH FACTS**

Plan to fish on your trip in Northern Ontario. Most of these waters abound with pickerel (walleye) and northern pike. Many waters containing good populations of lake trout, brook trout or bass are noted in the Fishing Summary obtainable from Lands and Forests Offices, sporting goods stores and licence issuers. Tie fishing gear to the canoe gunwale for easy portaging and the convenience of a fishing break during the day.

An Ontario Angling Licence is required by any male over 18 years of age.

## **PHOTO FUN**

Take your camera. Don't forget film. Record your experiences and scenery to show less fortunate friends. Pack your camera equipment in a water-proof container.

## **HISTORY HINTS**

The locations of many historical sites relating to the fur trade era have been discovered along the major water routes in Ontario. A few sites have already suffered serious and irreparable damage from persons who are unaware or inconsiderate of the values to be protected.

## **INDIAN PICTOGRAPHS**

Many civilizations lacking a written language have recorded their history and culture by painting picture stories or pictographs on the rock walls of caves and prominent landscape features. Many pictographs in Ontario drawn by native Indian people are estimated to be several hundred years old. These paintings are found throughout the province on rock outcroppings, usually close enough to water to have permitted the artist to stand in a canoe. The unknown pigments have withstood the elements throughout the centuries. Similarity in subject matter and symbols suggest that the paintings were done by the same culture. Many symbols seem related to the ancient religion of the Ojibwa and Algonquin tribes.

## **NORTHERN LIGHTS**

One of the great pleasures a traveller in the middle and far northern latitudes can experience is to view the Aurora Borealis. Commonly called the Northern Lights, these great streams of either colourless light or light tinged with rose, green or yellow, move swiftly and erratically back and forth across the night sky. This phenomenon is believed to be caused by particles, electrified by the sun, hitting and moving along the earth's magnetic lines of force toward the magnetic pole.

## **INDIAN RESERVES**

A number of areas in the Province have been set aside for the exclusive use of our citizens of Indian origin. You may not trespass on these private lands without their permission.



# OTTAWA RIVER DRAINAGE BASIN

## OTTAWA RIVER DRAINAGE BASIN

Some background on the OTTAWA RIVER DRAINAGE BASIN should be helpful as it will set the scene for 17 of the trips.

The tributary system of the Ottawa which extends a short distance inland, includes the Mattawa and Montreal Rivers and Lake Timiskaming. The area including Lake Temagami and adjacent lakes, although draining to Lake Huron via the Sturgeon River, is most accessible from the Ottawa River watershed. It has therefore been included in this section.

During the fur trade era, the Ottawa and Mattawa Rivers formed part of the major travel route west to the Canadian interior, and the Ottawa-Montreal river system was the link route to James Bay. (Samuel de Champlain and the Mattawa Wild River Provincial Parks, established to commemorate the visit of the famous explorer, preserve a segment of the river as near as possible in its original condition).

In the early 1900's a silver rush occurred in the area when a major deposit of the metal was discovered during the building of the Ontario Northland Railway. Present-day mining operations are centred near Temagami (iron and copper) and Cobalt (silver), and the whole area is dotted with abandoned mine shafts.

Remnants of the once majestic stands of red and white pine, which grew on this rocky upland area, may still be seen. Many of the original pine stands have been succeeded by forests of jackpine, balsam, poplar and white birch following extensive forest fires and logging over the past half century. There are lesser stands of yellow birch and maple on the deeper soils.

The area surrounding the headwaters of the Montreal River, known as the "Little Clay Belt" supports an excellent agricultural community.

Lake Temagami is noted for its trophy-size lake trout and popularity as a recreational area, as illustrated by the number of long-established youth camps and summer cottages. The clear, deep lakes of the upper tributary waters provide good brook trout angling.

Trans-Canada Highway 17 crosses the southern part of the region parallel to the Ottawa and Mattawa Rivers. Trans-Canada Highway 11 runs northward from Lake Nipissing past the headwaters of the tributary streams. Highways 64, 65, 66 and 560 plus secondary roads serve much of the area. The Ontario Northland Railway runs north through Temagami and New Liskeard to Moosonee.

## ROUTE 1

### OTTAWA RIVER (Pembroke to Lake Timiskaming)

5 days / 100 miles

The Upper Ottawa River from Pembroke to Lake Timiskaming was described before the construction of hydro-electric dams as a "strange wild river of seething white, lashing among gray-capped, dark greenish boulders". Used by the French and later by the Northwest Company, the Ottawa took the voyageur to Lake Timiskaming. Once there he was able to travel up the tributary streams and over the height of land to the Moose River system and James Bay. There were Hudson's Bay Company posts on Frederick House, Abitibi, Kenogamissi and Ground Lakes.

#### NORTH BAY DISTRICT:

Maps Required

*Fort Coulonge 31F/NE*

*Golden Lake 31F/NW*

*Deep River 31K/SW*

*Mattawa 31L/SE*

*Lac Beauchene 31L/NE*

*Tomiko 31L/NW*

*Haileybury 31M/SW*

*New Liskeard 31M/NW*

## ROUTE 2

### MATTAWA RIVER ROUTE

4 days / 40 miles (15 portages)

Lying in an ancient geological fault, this river was used by the voyageurs as a route connecting the Ottawa River and Lake Nipissing. The modern canoeist can travel the Mattawa in either direction. The downstream trip begins at Trout Lake, and the upstream trip may begin either at Explorer's Point, on the Ottawa River, or at Samuel de Champlain Provincial Park. Twenty-five miles of the Mattawa's forty-mile course have recently been established as a Wild River Park by the Ontario Department of Lands and Forests. The shoreline varies from somewhat level to sheer cliffs, almost 100 feet high. Talon Falls is the largest water fall on this river. (A separate booklet on this route is available).

NORTH BAY DISTRICT: *Ask for the Mattawa Wild River Park leaflet.*

## ROUTE 3

### LAKE TEMAGAMI LOOP

4 days / 45 miles (8 portages)

Begin this trip at the town of Temagami located on the Ontario Northland Railway and Highway 11. Visit the Hudson's Bay Company Post on Bear Island and paddle south into the South Arm of Lake Temagami. Then enter Outlet Bay and circle north through Cross, Wakasina, Driftwood and Iceland Lakes and along the Tetapaga River which drains into the Northeast Arm of Lake Temagami. There are tourist and private camps along this route.

#### NORTH BAY DISTRICT:

Maps Required

*Maple Mountain 41P/SE*

*Haileybury 31M/SW*

*Capreol 41I/NE*

*Tomiko 31L/NW*







#### ROUTE 4

### **TEMAGAMI - KOKOKO - GULL - CROSS LAKE ROUTE**

**12 days / 80 miles (25 portages)**

This popular trip takes the canoeist around Lake Temagami and through a series of short loops connecting the arms of the lake. Beginning at the town of Temagami, travel for eight miles up the north side of the Northeast Arm of the lake and portage to Hay Bay. Then circle through Command, McLaren and Spawning Lakes. Travel into Spawning Bay, Kokoko Bay and Lake and back into Lake Temagami.

NORTH BAY DISTRICT:

Maps Required

*Haileybury 31M/SW*

*Tomiko 31L/NW*

*Maple Mountain 41P/SE*

*Capreol 41I/NE*

#### ROUTE 5

### **TEMAGAMI TO LAKE WANAPITEI**

**5 days / 70 miles**

This route runs from the Ottawa to the Lake Huron watershed. Begin at the town of Temagami on Highway 11, and travel to Manitou Lake by one of the following routes:

- (a) from Bear Island through Gull, Skunk and Turtlesell Lakes to Lake Manitou (this is the shortest route);
- (b) through Obabika Inlet and Lake and Emerald Lake;
- (c) through Diamond, Wakimika, Obabika and Emerald Lakes to Lake Manitou. Paddle from Lake Manitou to Lake Wanapitei through the Sturgeon River, Murray Lake, Wawiashkashi, Rice and Matagamasi Lakes, to Lake Wanapitei and the town of Skead on Highway 541.

NORTH BAY DISTRICT:

Maps Required

*Maple Mountain 41P/SE*

*Haileybury 31M/SW*

*Capreol 41I/NE*

#### ROUTE 6

### **TEMAGAMI - FLORENCE LAKE LOOP**

**12 days / 130 miles (35 portages)**

Encompassing a series of narrow, winding rivers with numerous rapids and waterfalls, this wilderness route begins at Bear Island in Lake Temagami. Paddle to the Northwest Arm of the lake, through Obabika Inlet and Lake, to Lake Wawigama and then to the Obabika River.

Travel south and west across Obabika Lake through Wawigama Lake, then south on the continuation of the Obabika River until it joins the Sturgeon River. Go north on the Sturgeon to the Yorston River and take the Yorston north to Linger Lake. Portage Seagram Lake and travel through Mud Channel, Bluesucker, Florence and Duff Lakes to the South Lady Evelyn River. Paddle north to the junction of the South Lady Evelyn and the Lady Evelyn Rivers and take the Lady Evelyn east through MacPherson and Katherine Lakes. Just east of



Katherine Lake turn south into the south channel of the Lady Evelyn River and travel to Diamond Lake, through Sharp Rock Inlet and into Lake Temagami.

NORTH BAY DISTRICT:

Maps Required

*Maple Mountain 41P/SE*

*Capreol 41I/NE*

#### ROUTE 7

### **MOWAT LANDING TO ELK LAKE LOOP**

**10 days / 160 miles**

Beginning at Mowat Landing travel southwest along the Lady Evelyn River to the eastern half of Lady Evelyn Lake. Continue west through Obisaga Narrows to the North Lady Evelyn River which loops south through Katherine Lake, and then north again until it joins Grays River. Canoe due north along Grays River through Grays Lake and travel as far as Banks Lake. Then continue still further north on the Makobe River to Elk Lake (the centre of a silver rush in 1909). Return to Mowat Landing via Elk and Mountain Lakes and the Montreal River.

NORTH BAY DISTRICT:

Maps Required

*Elk Lake 41P/NE*

*Maple Mountain 41P/SE*

*Haileybury 31M/SW*

*New Liskeard 31M/NW*

#### ROUTE 8

### **MOWAT LANDING - MENDELSSOHN - MONTREAL RIVER LOOP**

**5 days / 50 miles (15 portages)**

Begin at Mowat Landing, located on the Montreal River, sixty miles north of Temagami, on Highway 11 and the Ontario Northland Railway. From Mowat Landing travel south through Lady Evelyn River and into sprawling Lady Evelyn Lake. Travel west through Obisaga Narrows which connects the two sections of the lake, then go west to Sucker Gut Lake. Cross Sucker Gut Lake and proceed north along Willow Creek which widens into Hobart Lake and flows into Anvil Lake. Continue north through Bergeron, Greenwater and Skull Lakes and then, turning east, travel through Mendelssohn Lake and along Spray Creek to Big Spring Lake which is part of the Montreal River.

NORTH BAY DISTRICT:

Maps Required

*Elk Lake 41P/NE*

*Maple Mountain 41P/SE*

*New Liskeard 31M/NW*

*Haileybury 31M/SW*

#### ROUTE 9

### **LADY EVELYN LAKE AND MONTREAL RIVER LOOP (From Temagami)**

**10 days / 112 miles (10 portages)**

Begin at Bear Island in Lake Temagami and paddle north to Lady Evelyn Lake. Travel into the Montreal River and circle

through Bay, Anima-Nipissing, MacLean and Red Squirrel Lakes returning to the north arm of Lake Temagami. This route includes historic Indian rock paintings, abandoned mines, a hydro-electric dam and old log chutes remaining from the era of the river timber drives.

NORTH BAY DISTRICT:

Maps Required

*Maple Mountain 41P/SE*

*Haileybury 31M/SW*

*Elk Lake 41P/NE*

#### ROUTE 10

#### **SHININGWOOD BAY TO HIGHWAY 11**

**1 day / 18 miles (9 portages)**

Begin at Shiningwood Bay on the east side of Lake Temagami and paddle through Denedus, Wasaksina, Greenlaw, Brophy, Waka, Ingall and Jumping Cariboo Lake. End the trip at Highway 11.

NORTH BAY DISTRICT:

Maps Required

*Tomiko 31L/NW*

#### ROUTE 11

#### **WHITEFISH BAY LOOP**

**4 days / 50 miles (11 portages)**

Whitefish Bay, at the north end of Lake Temagami, is the starting point for a trip that includes the following lakes: Aston, Turner, Eagle, Little Eagle, Whitewater and McLean. From McLean Lake follow the Anima-Nipissing River to Red Squirrel Lake and from there return to the starting point.

NORTH BAY DISTRICT:

Maps Required

*Maple Mountain 41P/SE*

*Haileybury 31M/SW*

#### ROUTE 12

#### **WEST SHININGTREE LAKE - OKAWAKENDA LAKE - MICHIAWAKENDA LAKE**

**2 days / 15 miles**

This trip, through Gowganda silver rush country, begins on West Shiningtree Lake (on Highway 560) and loops through Okawakenda and Michiwakenda Lakes, ending only six miles from the starting point on Highway 560. There are only a few short portages and several good beaches along this route.

SUDBURY DISTRICT:

Maps Required

*Gogama 41P/NW*

#### ROUTE 13

#### **GOWGANDA - MATACHEWAN ROUTES**

**3 days / 40 miles (3 portages)**

There are three routes which begin near the town of Gowganda on Highway 560 and end near the town of Matachewan on

Highway 66. Any two of these may be combined to form a circle route. It is also possible to extend the trip from Matachewan, down the Montreal River for 70 miles to the town of Latchford on Highway 11. The three routes are as follows:

- (a) Wapus Creek to Matachewan via the West Montreal River, Metikemedo, Penassi and Mistinikon Lakes. Forty-two miles (8 short portages).
- (b) Burk Lake to Matachewan via Edith and Obuskong Lakes, the Montreal River and Sisseney Lake. Twenty-five miles with nine portages totalling one mile. During low water, an additional three portages totalling three-quarters of a mile may be necessary.
- (c) Longpoint Lake to Montreal River via Mooseheart, Eagle, Shillington and Sydney Lakes. Twenty miles with seven portages totalling one mile.

SWASTIKA DISTRICT:

Maps Required

*Elk Lake 41P/NE*

#### ROUTE 14

**ENGLEHART RIVER TO LAKE TIMISKAMING (Via Kushog, Kinogami and Robillard Lakes and The Blanche River)**

**5 days / 75 miles (8 portages)**

Start the trip where Highway 66 meets the Englehart River approximately twenty miles west of Kirkland Lake. There are eight portages along the most scenic part of this river and the most spectacular falls are those in Kap-Kig-Iwan Provincial Park. During this trip you will pass through farm lands of the Little Clay Belt, the scene of the 1922 Haileybury forest fire which destroyed a number of communities in this area. This route was used by early settlers and lumbermen to reach Lake Timiskaming. Steamboats once sailed the navigable portions of the river from New Liskeard to Englehart.

SWASTIKA DISTRICT:

Maps Required

*Elk Lake 41P/NE*

*New Liskeard 31M/NW*

#### ROUTE 15

**LARDER LAKE TO ENGLEHART (Via Raven and Wendigo Lakes and the Larder and Blanche Rivers)**

**3 days / 40 miles**

Gold drew many prospectors along this route into an area which was to become one of Canada's major gold-mining centres. There are nine easy portages around falls and rapids. A variety of fish may be caught along the way. Your trip could be extended from Englehart for 30 miles down the Blanche River to Lake Timiskaming.

SWASTIKA DISTRICT:

Maps Required

*Rouyn-Larder Lake 32D/SW*

*New Liskeard 31M/NW*



#### **ROUTE 16**

#### **MISEMA RIVER AND HOWARD LAKE ROUTE**

**2 days / 24 miles (4 portages)**

Reach the Misema River either by taking a secondary road from Highway 66 to Beaverhouse Lake or by taking the access road to Esker Lakes Provincial Park. The Park is 10 miles east of Kirkland Lake. Canoe the Misema River through a chain of good fishing lakes. On the last portion of the trip to Howard Lake, you will cross the height of land into the Arctic watershed.

SWASTIKA DISTRICT:

Maps Required

*Rouyn-Larder Lake 32D/SW*

#### **ROUTE 17**

#### **ESKER LAKES PROVINCIAL PARK**

**6 miles**

A trip through this chain of 22 small clear kettle lakes within the park will combine solitude with excellent fishing for brook and lake trout. There are easy well-marked portages and wilderness campsites.

SWASTIKA DISTRICT:

Maps Required

*Rouyn-Larder Lake 32D/SW*

# LAKE HURON DRAINAGE BASIN

*Change of Scene* The next 17 canoe routes are offered through the Lake Huron Drainage Basin. Here is a brief description of what you will see.

## **LAKE HURON DRAINAGE BASIN**

This drainage basin is formed by a southward-tilting strip of the Pre-Cambrian Shield which extends 75 miles inland from the Lake Huron shores. Numerous rivers in the basin, including the Mississagi, Spanish, Wanapitei and French, are excellent for canoeing but are subject to seasonal water level fluctuations.

Topography varies from the rugged mountainous La Cloche range along the north shore of Georgian Bay, to moderately rolling rocky ridges interspersed throughout the deeper soils along Lake Huron. Indications of the glacial history may be observed everywhere.

The forests, now modified by fire and logging, once contained magnificent stands of white and red pine, yellow birch and maple. Species common in the area include spruce, jackpine, balsam, white birch and poplar. The woods industry is still an important part of the economy and the recreational qualities of the area are being increasingly utilized each year. Major industries feed international markets from the large nickel and uranium deposits of this area.

The basin is well serviced in all directions by major and secondary roads and the Trans-Canada routes of the CPR and CNR. There is scheduled air transportation to North Bay, Sudbury and Sault Ste. Marie, and charter service is available throughout the region.



## **ROUTE 18**

### **VOYAGEURS' HIGHWAY - FRENCH RIVER**

**5 - 7 days / 65 miles (8 portages)**

The French River, which drains from Lake Nipissing westerly along a geologic fault to Georgian Bay, is a truly beautiful portion of this historical route. The river is a popular recreational area, and much of the route retains its original appearance, passing through rock gorges, tranquil channels, waterfalls and fast water.

Begin the trip from Callander or North Bay and travel, with caution, along the south shore of Lake Nipissing to its outlet into the French River. The trip ends at Highway 69 or may be continued to the mouth of the river on Georgian Bay, returning to Highway 69 via the Pickerel or Key Rivers.

**NORTH BAY OR PARRY SOUND DISTRICTS:**

Maps Required

*North Bay 31L/SW*

*Sudbury 41I/SE*

*Byng Inlet 41H/NE*

## **ROUTE 19**

### **THOR LAKE - VERMILION RIVER ROUTE**

**7 - 10 days / 150 miles**

Access to the starting point at Thor Lake, 50 miles north of Sudbury is via Canadian National Railways. The route follows the CNR line to Capreol and then swings southwest to Naughton on Highway 17. Almost the entire distance is downstream river travel with numerous portages and a wide range of canoeing conditions.

**SUDBURY DISTRICT:**

Maps Required

*Westree 41P/SW*

*Capreol 41I/NE*

*Cartier 41I/NW*

*Espanola 41I/SW*

## **ROUTE 20**

### **BISCOTASING - SPANISH RIVER ROUTE**

**10 days / 132 miles**

Start at Biscotasing on the CPR line and travel downstream on the Spanish River through good fishing waters and over well-marked portages. Before 1957, this river was used for an annual river drive to the pulp mill at Espanola. It is an interesting and scenic trip.

**SUDBURY DISTRICT:**

Maps Required

*Biscotasing 41O/SE*

*Westree 41P/SW*

*Cartier 41I/NW*

*Espanola 41I/SW*

## **ROUTE 21**

### **GOGAMA - MOLLIE RIVER - EAST SPANISH RIVER ROUTE**

**5 days / 65 miles**

This route can be combined with the Spanish and Mattagami River routes in a continuous 650-mile trip from James Bay to

Lake Huron. Transportation may be arranged at Gogama to cross the five-mile portage via a logging road from Dividing Lake to the Spanish River watershed. The trip combines a variety of river travel with a chain of long narrow lakes.

**SUDBURY DISTRICT:**

Maps Required

*Gogama 41P/NW*

*Westree 41P/SW*

**ROUTE 22**

**MISSISSAGI RIVER (Biscotasing to Rocky Island Lake)**

**5 days / 70 miles (24 portages)**

The route begins at Biscotasing on the CPR, 75 miles north of Sudbury, and travels through several large lakes before crossing the height of land into the headwaters of the Mississagi River. There is excellent scenery and fishing along the Mississagi. Over half a century ago, forest fire rangers, following the old Indian routes along this river, maintained the same portages. This section of the river ends at Rouelle Landing or at the dam at the outlet of Rocky Island Lake.

**SAULT STE MARIE OR CHAPLEAU DISTRICT:**

Maps Required

*Wakomata Lake 41J/NW*

*Biscotasing 41O/SE*

*Bark Lake 41J/NE*

**ROUTE 23**

**MISSISSAGI RIVER (Rocky Island Lake to Lake Huron)**

**3 - 5 days / 80 miles (6 portages)**

This broad, deep stream follows a winding course that contains many falls, rapids and steep gravel banks. For much of its length, the Mississagi flows between high hills, topped by a mixed forest which has replaced the original stand of white pine. Logs from this area supplied one of Ontario's largest sawmills at Blind River for almost half a century, but severe fires in the 1940's depleted the supply of timber and brought commercial logging to an end. At Aubrey Falls, the most spectacular of the many falls on the river, the water drops 104 feet over a sheer rock face and a series of lower rapids.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Wakomata Lake 41J/NW*

*Thessalon 41J/SW*

**ROUTE 24**

**WENEBEGON RIVER TO MISSISSAGI RIVER**

**5 days / 60 miles**

The trip begins at Wenebagon Lake approximately sixty miles north of Thessalon on Highway 129 and includes two ten-mile stretches of lake travel. A major tributary of the Mississagi, the Wenebagon provides canoe travel through a variety of water conditions.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Wenebagon Lake 41O/SW*

*Wakomata Lake 41J/NW*

## **ROUTE 25**

### **AUBINADONG RIVER TO MISSISSAGI RIVER**

**3 days/ 30 miles**

You can enter this tributary of the Mississagi River from various points along Highway 129. There is good brook trout fishing along the entire length of this moderately difficult route.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Wenebagon Lake 41O/SW*

*Wakomata Lake 41J/NW*

## **ROUTE 26**

### **RANGER - GONG - MEGISON LAKES - NUSHATOGAINI RIVER LOOP**

**10 days/ 69 miles (29 portages)**

Since this route includes a number of long portages it should only be attempted by strong, experienced canoeists. There is good brook trout fishing, and campsites are numerous.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Wakomata Lake 41J/NW*

*Wenebagon Lake 41O/SW*

## **ROUTE 27**

### **RANGER - GONG - MEGISON - GOULAIS - LODESTONE LAKE LOOP**

**12 days/ 70 miles (32 portages)**

There is good lake and brook trout fishing on this route which includes several long portages. Access is via a forest access road from Highway 556.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Wakomata Lake 41J/NW*

## **ROUTE 28**

### **RANGER - GONG - MEGISON - GOULAIS SOUTH BRANCH - TUJAC LOOP**

**12 days/ 70 miles (34 portages)**

This complete circular route provides excellent brook and lake trout fishing in a variety of waters. The numbers of portages and time required are subject to seasonal fluctuations in the water levels.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Wakomata Lake 41J/NW*

*Wenebagon Lake 41O/SW*

## **ROUTE 29**

### **BOLAND RIVER ROUTE**

**4 days/ 35 miles (5 portages)**

This route originates at Mount Lake near the end of Highway 546 and winds through a natural wilderness area of high hills and low-lying black spruce swamps. The combination of lake and river travel provides angling for pike, bass, lake and brook trout. Travel in May or September to avoid low water conditions. The trip ends at Highway 639.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Bark Lake 41J/NE*





#### ROUTE 30

#### **DUNLOP - TEN MILE - EZMA - MACE LAKE LOOP**

**3 - 5 days / 26 miles (8 portages)**

This circular route takes the canoeist through a chain of nine lakes nestling in the beautiful Mississagi Provincial Park. The beginning and end of the trip is at Dunlop Lake, eight miles north of Elliot Lake on Highway 108. During the trip, which may last from three to five days, you can fish for brook or lake trout, bass, pickerel and splake (a cross between brook and lake trout).

SAULT STE MARIE DISTRICT:

Maps Required

*Bark Lake 41/J/NE*

*Blind River 41/J/SE*

#### ROUTE 31

#### **FLACK - OLYMPUS - ASTONISH - TEN MILE - DOLLY-BERRY - SAMREID LAKE LOOP**

**4 days / 30 miles**

The length of this circular route can vary from 20 to 30 miles as one enjoys up to a full week of leisurely travel and trout fishing. The trip begins and ends where Flack Lake meets Highway 639 in Mississagi Provincial Park.

SAULT STE MARIE DISTRICT:

Maps Required

*Bark Lake 41/J/NE*

*Blind River 41/J/SE*

#### ROUTE 32

#### **ELLIOT LAKE - DEPOT LAKE ROUTE**

**3 days / 20 miles**

Begin at the town of Elliot Lake and end at Depot Lake on Highway 108. There are a number of good trout lakes along the route and few portages.

SAULT STE MARIE DISTRICT:

Maps Required

*Bark Lake 41/J/NE*

*Blind River 41/J/SE*

#### ROUTE 33

#### **SEMIWITE LAKE - OMPA LAKE ROUTE**

**3 days / 20 miles**

This route originates in Mississagi Provincial Park and ends at Ompa Lake on Highway 639. The trip can be varied in length and time. There are some long portages and the lakes contain lake, brook and rainbow trout.

SAULT STE MARIE DISTRICT:

Maps Required

*Bark Lake 41/J/NE*

*Blind River 41/J/SE*

#### ROUTE 34

#### **KILLARNEY PROVINCIAL PARK**

This 140-square mile park encompasses one of the truly unique and impressive areas in the Canadian Shield. Here, the snow-white quartzite hills of the La Cloche range rise 1,100 feet above the waters of Lake Huron. The topography of the country is

extremely rough and broken with precipitous ledges, sheer rock faces and deep clear lakes nestled in the valleys. The sheer grandeur of this area inspired members of the Ontario Society of Artists and the Canadian Group of Seven.

The George Lake campground adjacent to Highway 637, provides a convenient base for exploring the 250 miles of canoe routes in the park.

A booklet, "Canoe Routes in the North Georgian Bay Recreational Reserve", describes routes in this area and a number of rivers flowing westward into Georgian Bay. It is available from any Lands and Forests office.

SUDBURY DISTRICT:

Maps Required

*Collins Inlet 41H/14E*

*Collins Inlet 41H/14W*

*Lake Panache 41I/3E*

*Lake Panache 41I/3W*



# MOOSE RIVER DRAINAGE BASIN

## **MOOSE RIVER DRAINAGE BASIN**

A wide river, which can be ascended by powerboat for 130 miles from James Bay, the Moose drains a large segment of north-eastern Ontario wilderness. Upstream, it branches into innumerable tributaries which themselves branch to form an intricate drainage system. Many of the major navigable tributaries reach southward to within 50 miles of Lake Superior and 100 miles of Lake Huron.

Historically, during the exploration, fur trade and development eras, the Moose provided the artery for a vast transportation and communication system linking James Bay and Lake Huron via the Mattagami, Groundhog, Ivanhoe, Wenebegan and Mississagi Rivers; Lake Superior via the Missinaibi and Michipicoten Rivers.

The river has witnessed the development of major mining operations for gold, silver, iron, base metals and asbestos. The area supports large timber and pulp and paper industries as well as tourism and the sizeable farming communities of the Clay Belt.

The water system encompasses all of the major forest regions of Northern Ontario. The range includes white and red pine in the upper tributaries on the height of land, pure jack pine stands in the central area, vast areas of spruce in the deep soil deposits of the Clay Belt and finally, peat bogs of the Hudson Bay Lowlands.

The major access road into this region is the northern route of the Trans-Canada Highway 11 from North Bay through Cochrane to Kapuskasing. A network of secondary highways and access roads now services much of the headwaters area. The Ontario Northland Railway runs northward paralleling Highway 11, and terminates at Moosonee on James Bay. The Trans-Canada lines of the Canadian National and Canadian Pacific and the northern portion of the Algoma-Central Railways pass through the region. Eighteen major routes in the Moose River drainage basin are described below.

## ROUTE 35

### **GARDINER FERRY TO MOOSONEE (Via the Abitibi, Onakawana and Moose Rivers)**

**10 days / 210 miles**

Begin this trip at Gardiner Ferry, and travel down the Abitibi to Otter Rapids. Three hydro-electric dams have eliminated the rapids in this section of the river.

The Abitibi is not navigable between Otter Rapids and the confluence of the Onakawana River because of shallow water and a succession of long, dangerous rapids. Take the train from Otter Rapids to either the Onakawana bridge or Moose River Crossing; or portage two miles to the Onakawana and travel downstream on the Abitibi into the Moose River. Be sure to fish for pike, pickerel, and trout during the trip and don't miss one of the oldest European communities in Ontario at Moose Factory.

#### **COCHRANE DISTRICT:**

Maps Required

*Smooth Rock 42H/SW*

*Island Falls 42H/NW*

*Coral Rapids 42I/SW*

*Blacksmith Rapids 42I/NW*

*Moosonee 42P*

## ROUTE 36

### **MATTAGAMI RIVER (Gogama to Smooth Rock Falls)**

**8 days / 140 miles (4 portages)**

This is an easy trip which begins on Minisnakwa Lake at Gogama on Highway 144 and follows through a series of long narrow lakes for 70 miles to the city of Timmins. Follow the Mattagami River downstream to Smooth Rock Falls on Highway 11, the site of a large pulp and paper mill.

#### **COCHRANE DISTRICT:**

Maps Required

*Timmins 42A/SW*

*Gogama 41P/NW*

## ROUTE 37

### **MATTAGAMI RIVER (Highway 11 to Moosonee)**

**7 - 10 days / 200 miles**

You can enter the Mattagami River system from three different points along Highway 11. Begin at Kapuskasing and travel approximately 40 miles north to the Mattagami; or start at the town of Fauquier and go north on the Groundhog River to the Mattagami; or, if you prefer, begin at the town of Smooth Rock Falls on the Mattagami. Travel the Mattagami downstream to where it joins the Missinaibi River to form the Moose River. Follow the Moose River downstream to Moosonee. There are rapids and portages on each of these routes.

#### **KAPUSKASING DISTRICT:**

Maps Required

*Smooth Rock 42H/SW*

*Kapuskasing 42G/SE*

*Island Falls 42H/NW*

*Opasatika 42G/NE*

*Smoky Falls 42J*

*Moosonee 42P*

*Coral Rapids 42I/SW*

*Blacksmith Rapids 42I/NW*



#### **ROUTE 38**

#### **GRASSY RIVER ROUTE (Sinclair Lake to Timmins)**

**4 days / 75 miles**

To reach the starting point on Sinclair Lake travel south and east along Highway 560 from Gogama and then 25 miles north along a secondary road. Paddle north through Sinclair Lake and continue down the Grassy River through Kapiskong and Peterlong Lakes to the Mattagami River. End the trip at Timmins.

**SUDBURY DISTRICT:**

Maps Required

*Gogama 41P/NW*

*Timmins 42A/SW*

#### **ROUTE 39**

#### **TATACHIKAPIKA LAKE TO TIMMINS (Via the Tatachikapika and Mattagami Rivers)**

**6 days / 60 miles (4 portages)**

Begin by travelling west from Timmins along Highway 101 and then taking Highway 144 south to Tatachikapika Lake. Travel downstream on the Tatachikapika River to Miskwamabi Lake and continue to the Mattagami River. On this part of the route there are thirty sets of rapids. Under ideal conditions two portages will be necessary, but more will be required if the water is low. Angling for trout, pickerel and pike is good along most of the route. End the trip at Timmins.

**COCHRANE DISTRICT:**

Maps Required

*Gogama 41P/NW*

*Timmins 42A/SW*

#### **ROUTE 40**

#### **NABAKWASI RIVER ROUTE - Nabakwasi Lake to Gogama**

**3 days / 22 miles (4 portages)**

Begin at the southern tip of Nabakwasi Lake, reached by a secondary road from Highway 560. Travel north through the lake and into the Nabakwasi River. Follow downstream to the junction of the Minisinakwa and Nabakwasi Rivers. Then paddle northeast along the Minisinakwa to Mattagami Lake. End the trip at the Indian settlement, and the site of a former Hudson's Bay trading post, near the outlet of the Minisinakwa River into Mattagami Lake; or continue to the town of Gogama.

**SUDBURY DISTRICT:**

Maps Required

*Gogama 41P/NW*

#### **ROUTE 41**

#### **MINISINAKWA LAKE - MOLLIE RIVER - DIVIDING LAKE — NEVILLE LAKE - MAKAMI LAKE CIRCLE ROUTE**

**8 days / 60 miles (10 portages)**

Beginning at the town of Gogama, circle southwest through Minisinakwa Lake, then travel the Mollie River to Mollie Lake.

Turn northwest to Dividing Lake and through a chain of small, connecting lakes to Neville Lake. From there continue north-east, crossing Mesomikenda Lake and enter Makami Lake. Paddle south from Makami Lake to the starting point at Gogama.

**SUDBURY DISTRICT:**

Maps Required

*Gogama 41P/NW*

*Ridout 41O/NE*

*Westree 41P/SW*

**ROUTE 42**

**KAMISKOTIA RIVER ROUTE - Opishing Lake to Timmins  
5 days / 62 miles (6 portages)**

Start at Opishing Lake, 32 miles west of Timmins on Highway 101, and travel downstream on the Kamiskotia River. Flowing through an area of typical spruce forest, the Kamiskotia contains six major sets of rapids which require portaging, and a number of smaller rapids. From the junction of the Kamiskotia and Matagami Rivers, travel 15 miles upstream to reach Timmins.

**COCHRANE DISTRICT:**

Maps Required

*Timmins 42A/SW*

*Pamour 42A/NW*

**ROUTE 43**

**KORMAK TO FOLEYET (Via the Kinogama and Ivanhoe Rivers)**

**3 - 6 days / 63 miles (14 portages)**

This trip begins at the community of Kormak located on the CPR and 16 miles by road east of Five Mile Lake Provincial Park and 12 miles northwest of Wakami Lake Provincial Park. Travel downstream on the Kinogama River until it joins Ivanhoe River and down the Ivanhoe to Ivanhoe Lake Provincial Park. The trip may end here or be continued further north to the town of Foleyet on Highway 101. There are many good campsites along this route.

**CHAPLEAU DISTRICT:**

Maps Required

*Chapleau 41O/NW*

*Ridout 41O/NE*

*Foleyet 42B/SE*

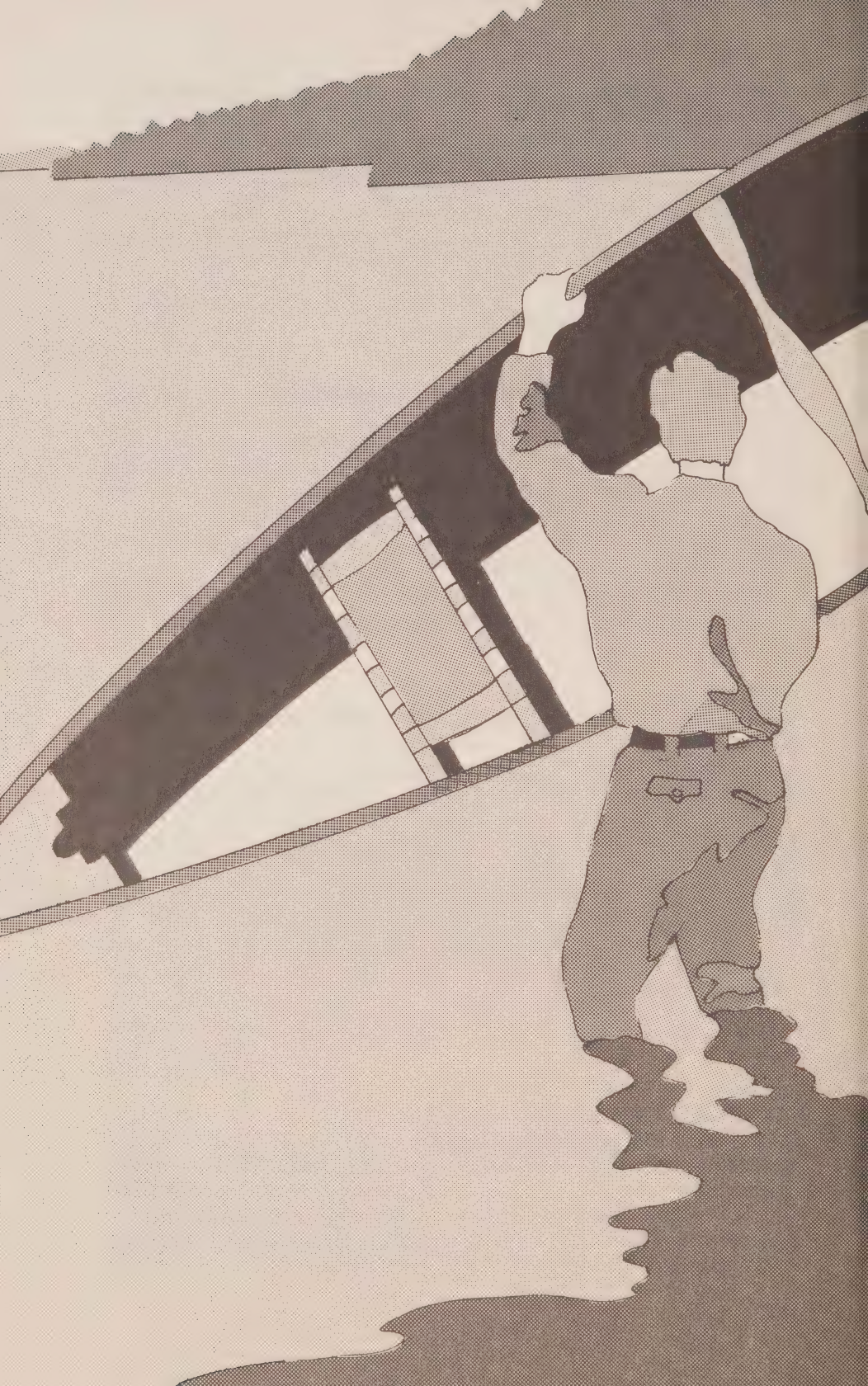
**ROUTE 44**

**CHAPLEAU TO ELSAS CIRCLE ROUTE**

**7 - 12 days / 130 miles (42 portages)**

Begin at the town of Chapleau on Highway 129 and travel downstream on the Chapleau River through Henderson, D'Arcy and Schewabik Lakes to the town of Elsas on the north shore of Kapuskasing Lake. From Elsas, travel upstream on the Nemegosenda River to Chapleau via Nemegosenda, Mate, Westover,







Leblanc, Emerald and Borden Lakes to reach the starting point at Chapleau. The route contains some moderately difficult areas of fast water, good campsites and good fishing.

**CHAPLEAU DISTRICT:**

Maps Required

*Chapleau 41O/NW*

*Missinaibi Lake 42B/SW*

*Foleyet 42B/SE*

**ROUTE 45**

**KAPUSKASING RIVER - Elsas to Kapuskasing**

**3 days / 70 miles (12 portages)**

Begin at the town of Elsas, located on the north shore of Kapuskasing Lake, the headwaters of the Kapuskasing River. Travel downstream to the town of Kapuskasing. There are numerous stretches of fast water and an occasional waterfall along the route. Many of the rapids can be run. Pickerel and pike can be caught in the river with brook trout in the tributary streams.

**KAPUSKASING DISTRICT:**

Maps Required

*Foleyet 42B/SE*

*Elsas 42B/NE*

*Kapuskasing 42G/SE*

**ROUTE 46**

**SHUMKA TO MISSANABIE**

**3 - 5 days / 55 miles (15 portages)**

Begin at the community of Shumka on the CPR line, 50 miles northwest of Chapleau. From Shumka travel northeast through a series of short streams to Bolkow Lake, cross the height of land and continue through a series of small lakes, including Abbey Lake and Trump Lake to Missinaibi Lake. Cross into Baltic Bay and then go west into Crooked Lake and over the height of land into Dog Lake to the town of Missanabie on Highway 651. Several side trips into Missinaibi Provincial Park are possible.

**CHAPLEAU DISTRICT:**

Maps Required

*Missinaibi 42B/SW*

**ROUTE 47**

**MISSINAIBI RIVER ROUTE - Missanabie to Mattice**

**7 - 10 days / 160 miles (42 portages)**

Begin at the village of Missanabie, located at the junction of Highway 651 and the Canadian Pacific Railway. Travel west from Dog Lake into Crooked Lake and into Baltic Bay and Missinaibi Lake. You can spend at least a day on Missinaibi Lake visiting the site of the abandoned Hudson's Bay Post, Brunswick House and viewing the ancient Indian Pictographs. Follow the Missinaibi River from Missinaibi Lake down to the town of Mattice, located on Highway 11 and the CNR line, just east of the town of Hearst. From Mattice you can continue

down the Missinaibi River into the Moose River to Moosonee.

**CHAPLEAU DISTRICT:**

Maps Required

*Hearst 42G/NW*

*Opatatika Lake 42G/SW*

*Fire River 42B/NW*

*Missinaibi Lake 42B/SW*

**ROUTE 48**

**MISSINAIBI RIVER - Mattice to Moosonee**

**7 - 10 days / 200 miles (8 portages)**

This trip, along part of the Hudson's Bay Company routes from Lake Superior to James Bay, begins at the town of Mattice 42 miles west of Kapuskasing on Highway 11. There are excellent opportunities for landscape or wildlife photography along this route. Plan to camp at Tidewater Provincial Park while visiting the historic settlement of Moose Factory. From Moosonee you can return to Cochrane and Highway 11 on the Polar Bear Express of the Ontario Northland Railway. This trip is only for well experienced canoeists.

**KAPUSKASING DISTRICT:**

Maps Required

*Moosonee 42P*

*Blacksmith Rapids 42I/NW*

*Smoky Falls 42J*

*Hearst 42G/NW*

*Kapuskasing 42G/SE*

**ROUTE 49**

**GOAT RIVER (Mattawitchewan River Route)**

**5 - 7 days / 100 miles (14 portages)**

This route is only accessible by air or travel on the Trans-Canada line of the CNR. Begin at Minnipuka Lake at mileage 88 on the CNR, follow the Goat River down to its junction with the Mattawitchewan River. Proceed up the Mattawitchewan to the town of Oba at the intersection of the Algoma Central and Canadian National Railways.

These waters provide good fishing for pickerel and brook trout even during summer low water conditions.

**KAPUSKASING DISTRICT:**

Maps Required

*Fire River 42B/NW*

*Hornepayne 42F/SE*

*Opatatika Lake 42G/SW*

*Hearst 42G/NW*

**ROUTE 50**

**GROUNDHOG RIVER - Highway 101 to Highway 11**

**7 days / 104 miles (18 portages)**

Begin at the Groundhog River bridge, 32 miles west of Timmins on Highway 101 and end at Highway 11, approximately 17 miles east of Kapuskasing. The route includes swift currents and numerous short fast-water areas, requiring portages totalling two miles in length. The Groundhog River, about 700 feet wide at the mouth, is a fine canoeing river. There is good

fishing for pike and pickerel with brook trout in the tributary streams.

**KAPUSKASING DISTRICT:**

Maps Required

*Foleyet 42B/SE*

*Elsas 42B/NE*

*Kapuskasing 42G/SE*

**ROUTE 51**

**SANDBANK LAKE TO MOOSONEE - via the Agwasuk, Kwataboahegan and Moose Rivers**

**8 days / 130 miles**

To reach the starting point of this difficult wilderness trip, it is necessary to fly west from Moosonee to Sandbank Lake, a distance of ninety air miles. Travel east down the Agwasuk River, through the Kwataboahegan River to the Moose River and on to Moosonee. There is good pike and pickerel fishing in these rivers and speckled trout in some of the tributary streams. Plan on taking your camera. You will view a variety of wildlife and waterfowl. Guides and aircraft can be obtained at Moosonee.

**COCHRANE DISTRICT:**

Maps Required

*Ghost River 42O*

*Moosonee 42P*

**ROUTE 52**

**PARTRIDGE RIVER TO JAMES BAY**

**175 miles**

This rather difficult trip, along the tidal flats of James Bay, begins at Moosonee. Travel northeast from Moosonee down the Moose River into James Bay. Local guides should be consulted about the actual starting time which will depend on the tides and winds. After reaching James Bay, paddle south to the mouth of the Partridge River and travel upstream. For the first 40 miles, the current is strong, with some sections of shallow, fast water. Large pike forage in the mouths of tributary streams. The next 10 miles of the river contain a series of rapids and many areas of swift water which require frequent portaging. End your upstream travel at a 20-foot waterfall and return to the starting point at Moosonee.

**COCHRANE DISTRICT:**

Maps Required

*Moose River 42I*

*Moosonee 42P*

# ALBANY RIVER DRAINAGE BASIN



## **ALBANY ADVENTURE**

The *Albany River Drainage Basin* offers a challenge even to the most experienced canoeist. A variety of routes is offered, some rugged, some relatively easy. Thrilling adventures are in store for you when you enter the Albany River Drainage Basin.

## **ALBANY RIVER DRAINAGE BASIN**

The large, fast flowing Albany River cuts a line through the centre of Northern Ontario from Lake Joseph to James Bay, draining an area of 53,000 square miles. Most of its major tributaries are navigable including the Kenogami, Nagagami, Pagwachuan, Kabinakagami and Ogoki Rivers.

Because of this variety of water routes, the Albany system was used extensively by the Hudson's Bay Company to transport furs from the interior. Fort Albany, the oldest post in continual use to the present day, was established at the mouth of the river about 1683. The Company extended its influence along the branches of the Albany and by 1793 the network reached across Ontario as far west as the English and Rainy Rivers. All of these posts obtained supplies from James Bay via the Albany River system. The river provided unobstructed access for 200 miles upstream to Martin Falls. Above this point you can still use the wide portages constructed to accommodate the large York boats which were moved on rollers around the waterfalls and rapids.

The area consists of a rolling, rocky plain broken by gravel ridges and glacial moraines. Downstream, much of the area is typical muskeg lowland while the upper tributary system supports rich forests of black and white spruce, jackpine, poplar and white birch.

The river is still undeveloped and unpopulated with the exception of isolated Indian communities with their missions and trading posts. Present day transportation into the area is primarily by air, although supplies are still moved to some communities during the long winter months by tractor-train across the frozen lakes and snow-covered forest trails.

The upper tributary systems may be reached by secondary highways and forest access roads running northward from the Trans-Canada Highways 11 and 17.

## ROUTE 53

### **SIOUX LOOKOUT TO FORT ALBANY**

**30 days / 650 miles (30 portages)**

Begin at Sioux Lookout, and cross the height of land between Lac Seul and Lake Joseph, the headwaters of the Albany River. Travel downstream to the town of Fort Albany on James Bay. This voyageur route contains many rapids and areas of swift water and should, therefore, be attempted only by the most experienced canoeist. There are few sources of supplies or assistance in the area and air transportation for the return journey must be arranged from Fort Albany to the railhead of the Ontario Northland Railroad at Moosonee. Air transport can also be arranged to travel any selected portion of the route.

**SIOUX LOOKOUT, COCHRANE, GERALDTON DISTRICTS:**

Maps Required

*Fort Albany 43A*

*Kapiskau River 43B*

*Ghost River 42O*

*Ogoki 42N*

*Fort Hope 42M*

*Miminiska Lake 52P*

*St. Joseph 52O*

*Sioux Lookout 52J*

## ROUTE 54

### **LIMESTONE RAPIDS TO FORT ALBANY (Via the Kabinakagami, Kenogami and Albany Rivers)**

**6 - 8 days / 250 miles**

To reach the starting point of this route take Highway 11, 22 miles west of the town of Hearst, then travel 27 miles north on the Rogers Road. Begin this trip through a portion of the Albany River system, at Limestone Rapids on the Kabinakagami River. No portaging is necessary, but some rapids require wading or "lining" a canoe. Indian guides are available at the Calstock Indian Reserve on the Rogers Road. There is good fishing for pickerel, pike and brook trout. The trip ends at Fort Albany.

**KAPUSKASING DISTRICT:**

Maps Required

*Hearst 42G/NW*

*Calstock 42F/NE*

*Kenogami River 42K*

*Ogoki 42N*

*Ghost River 42O*

*Kapuskau River 43B*

*Fort Albany 43A*

## ROUTE 55

### **FLINT RIVER ROUTE**

**3 days / 30 miles (6 portages)**

For an easy trip through a wilderness area, take this route which begins at Klotz Lake Provincial Park on Highway 11 and ends at the Canadian National Railway near Flintdale. It is possible to extend the trip into the Kenogami River, travelling downstream until that river flows into the Albany River and along the Albany to James Bay.

**GERALDTON DISTRICT:**

Maps Required

*Taradale 42F/NW*

#### **ROUTE 56**

#### **WABABIMIGA, DROWNING RIVER CIRCLE ROUTE**

**10 - 15 days / 87 miles (21 portages)**

Several variations are possible for this popular trip through brook trout waters, depending on time available. Access to the terminal points is via Highway 584 from Highway 11 at Geraldton to Nakina on the Canadian National Railway line.

GERALDTON DISTRICT:

Maps Required

*Nakina 42L*

#### **ROUTE 57**

#### **PAGWACHUAN RIVER ROUTE**

**4 - 6 days / 45 miles (9 portages)**

Although relatively short, this extremely arduous trip is for the canoeist who wants a real wilderness challenge. At Purgatory Chutes, the river drops 150 feet in less than a quarter of a mile and forms a spectacular rushing cataract. Brook and lake trout fishing is available. The trip begins near Klotz Lake Provincial Park and ends at Highway 11.

GERALDTON DISTRICT:

Maps Required

*Taradale 42F/NW*

*Longlac 42E/NE*

#### **ROUTE 58**

#### **OSAWIN - FOCH - NAGAGAMI AND SHEKAK RIVERS**

**7 days / 130 miles**

Begin at the Pagwachuan River bridge on the Trans-Canada Highway 11, seventy miles west of Hearst. Travel south and east in a loop through the Osawin, Foch, Nagagami and Shekak Rivers. Finish at the Shekak River bridge, 34 miles west of Hearst. Excellent trout fishing will more than compensate for the number of portages on this trip. You may travel by train from Hornepayne near Nagagamisis Provincial Park to the best trout fishing areas on the Osawin River.

KAPUSKASING DISTRICT:

Maps Required

*Taradale 42F/NW*

*Obakamiga Lake 42F/SW*

*Hornepayne 42F/SE*

*Calstock 42F/NE*

#### **ROUTE 59**

#### **NAGAGAMI RIVER ROUTES**

**3 days / 60 miles**

Nagagamisis Provincial Park, located on Highway 631, 25 miles south of Highway 11, is a convenient base for a number of short trips through these brook trout waters.

KAPUSKASING DISTRICT:

Maps Required

*Calstock 42F/NE*

*Hornepayne 42F/SE*



**ROUTE 60**

**BURROWS RIVER - KENOGAMI RIVER ROUTE**

**4 days / 33 miles (4 portages)**

Begin this trip from the public dock on Murky Creek, 26 miles north of Geraldton on Highway 584, or at Alfred Lake only six miles from Geraldton. This route combines lake and downstream river travel with four short portages. End the trip at Longlac on Highway 11.

GERALDTON DISTRICT:

Maps Required

*Nakina 42L*

*Longlac 42E*

**ROUTE 61**

**GERALDTON TO LONGLAC (Via Kenogamisis and Kenogami Rivers)**

**3 days / 34 miles (6 portages)**

This trip, which begins at MacLeod Provincial Park on Highway 11 and ends at Longlac, combines equal portions of lake, upstream and downstream river travel.

GERALDTON DISTRICT:

Maps Required

*Longlac 42E*

**ROUTE 62**

**ALLANWATER TO ARMSTRONG STATION**

**14 days / 130 miles**

Begin the trip at the town of Allanwater on the CNR line just west of Lake Nipigon. Travel the Allanwater River to Brennan, Wabakimi and Cariboo Lakes, ending the trip at the town of Armstrong, also on the CNR line. There are 20-foot waterfalls and areas of white water along this route. Portages are short and well cleared. Fishing is good.

THUNDER BAY DISTRICT:

Maps Required

*Armstrong 52I*

*Sioux Lookout 52J*

**ATTAWAPISKAT RIVER BASIN**

## **TUNDRA TRAVEL**

The true wilderness solitude of Hudson Bay country awaits you as you travel waters of the Attawapiskat, Winisk, and Ekwana River Basins.

### **ATTAWAPISKAT RIVER BASIN**

The Attawapiskat River, with its tributaries, drains an area of 19,000 square miles reaching 500 miles westward from James Bay between the Albany and Winisk Rivers. The entire river system is touched by only one road where an extension of Highway 599 crosses the Otonkwin River north of the community of Pickle Lake.

The only two communities on this river are historic Lansdowne House on Attawapiskat Lake and Attawapiskat at the mouth of the river on James Bay. There is no development or means of outside communication in the 320 miles separating these two Indian communities.

Travel is difficult in the upper sections as the tributary streams drop down over many rapids from the Shield. Although difficult in access, downstream travel from Lansdowne House is relatively easy and the river provides one of the best opportunities to view the geological and glacial history of northern Canada.

An unusual feature of travel in the lower 250 miles after the river leaves the Shield is that one may travel in only 2 to 4 feet of water over flat limestone shelves for considerable distances even though the river may be up to one-half mile in width.

The surrounding region is typical Hudson Bay lowland country, poorly drained, with peat bogs, shallow ponds and stunted spruce swamps.



#### ROUTE 63

#### **ATTAWAPISKAT RIVER (Lansdowne House to James Bay)** **7 - 10 days / 320 miles (5 portages)**

Do not attempt this trip without the services of an experienced local guide which can be arranged through the Hudson's Bay Company at Lansdowne House or the Department of Indian Affairs and Northern Development at Geraldton.

Air transportation of 150 miles is required to reach the starting point at Lansdowne House and to return from Attawapiskat village at the mouth of the river.

As you travel downstream you will encounter a wide variation in the velocity of the stream. The river banks change from swampy to alluvial gravel with occasional silty banks up to 40 feet in height. Canoes can be lined down many of the rapids and swifts formed where the river drops down over limestone shelves. There are many outcrops of limestone containing fossils along the route and numerous sandbars near the river mouth. Some difficulty will be encountered in locating the channels through the numerous islands. At its mouth the river fans into a delta providing an excellent wildfowl habitat.

Nesting ducks and geese are common along the entire route and fishing for pickerel, northern pike and brook trout is moderately good.

#### **GERALDTON DISTRICT:**

Maps Required

*Kapiskau River 43B*

*Missisa Lake 43C*

*Matateto River 43F*

*Lansdowne House 43D*

#### ROUTE 64

#### **SPRUCE RIVER (Menako Lake to Badesdawa Lake)** **3 - 4 days / 45 miles**

This tributary stream of the Attawapiskat may be reached by road 100 miles north of Pickle Lake on Highway 599. Begin at the public landing on Menako Lake and travel downstream to the junction with the Otoskwin River and proceed to the road crossing at the outlet from Badesdawa Lake. This trip will provide interesting travel through fast water and rapids with good fishing for pickerel and northern pike.

#### **SIOUX LOOKOUT DISTRICT:**

Maps Required

*North Caribou Lake 53B*

*Miminiska Lake 52P*

*Lake St. Joseph 52O*

# WINISK AND EKWAN RIVER BASINS

## WINISK AND EKWAN RIVER BASINS

The Winisk River, draining 26,000 square miles, flows northerly into Hudson Bay. It consists of two main branches flowing from Winisk Lake and Shibogama Lake which merge approximately 150 miles upstream from the mouth of the river. Most of this river is now protected as a Wild River Provincial Park.

The Winisk is the most exciting of Ontario's northern rivers. Its lower portion flows through Polar Bear Provincial Park, one of the most southerly extensions of the Arctic Tundra in the world. This 9,300 square mile park includes 200 miles of Hudson Bay and 80 miles of James Bay coastline. The denning grounds of the polar bear are in this area. It is also the sub-arctic breeding grounds for large colonies of snow and blue geese, and habitat of numerous mammals including the bearded seal, walrus, beluga whale, moose, caribou and arctic fox.

This wilderness area is far removed from human settlement. Visitors should prepare for the trip with more than usual care. Provisions for the whole trip must be carried. Supplies and communications are available only at Hudson's Bay Company posts inland at Winisk Lake and Lansdowne House, and on the coast at Attawapiskat and Winisk.

Scheduled air transportation is available between the coastal communities and Moosonee. Extra time should be allowed for bad weather in the coastal area.



## ROUTE 65

### WINISK RIVER (Winisk Lake to Hudson Bay)

#### 10 - 14 days / 250 miles

Arrangements need to be made for air transportation to the starting point where experienced guides from the Webiqui Indian Band will provide canoes and guide service for the downstream trip. Employing local guides and canoes directly benefits this community, and will eliminate costs of transporting your own canoe by air to and from the area.

There is excellent fishing for brook trout along the route and in the tributary streams.

Contact the Department of Indian Affairs and Northern Development at Box 1089, Geraldton, or Box 96, Moose Factory, Ontario, for information on guides and transportation.

#### GERALDTON DISTRICT:

Maps Required

*Lansdowne House 43D*

*Winiskisis Channel 43E*

*Mataleto River 43F*

*Sutton Lake 43K*

*Winisk 43N*

## ROUTE 66

### EKWAN RIVER - JAMES BAY COAST

The Ekwan River, running eastward into James Bay, will provide a somewhat different and interesting experience for the canoeist. As there are no landing sites to accommodate air transport to an upstream starting point, arrangements must be made for air transportation from Moosonee to Attawapiskat. It is then necessary to travel with guides, in large canoes, for the 25-mile journey up the James Bay coastline to the mouth of the Ekwan River.

Time available, and any difficulties experienced enroute are the only factors limiting upstream travel on the Ekwan. The tidal flats of James Bay and the quality of fishing in the upstream waters are interesting features of this trip.

#### COCHRANE DISTRICT:

Maps Required

*Ekwan River 43G*

*Mataleto River 43F*

# SEVERN DRAINAGE BASIN

## SEVERN SOLITUDE

For the wilderness traveller the Severn Drainage Basin offers an unusual combination of northern beauty and solitude.

## SEVERN DRAINAGE BASIN

Draining 25,000 square miles, the Severn River plunges 1,014 feet in its 610-mile course from the headwaters at Sandy Lake to Hudson's Bay. The upper river is comprised of a series of lakes and swift flowing connecting channels. The lower section of the river slows and widens as it moves through the muskeg country of the Hudson Bay lowlands.

Fort Severn, at the mouth of the river, was originally constructed in 1685 to service the fur trade, and still serves the Indian community.

There are no roads. All transportation between the Indian communities is by water or air. Communities are linked by radio and can provide experienced guides for travel on this river system.

Travel on the main branch of the Severn, which requires a 450-mile downstream trip from Sandy Lake is somewhat uninteresting and monotonous. The alternative route down the Fawn River from Big Trout Lake includes a seventy-mile stretch of the Severn River and provides a more interesting trip.

Regular scheduled air service is available from Pickle Lake on Highway 599 to Big Trout Lake and Fort Severn, and from Moosonee to Fort Severn. Charter air service is also available into this area.

### ROUTE 67

#### FAWN RIVER (Big Trout Lake to Fort Severn)

#### 10 - 14 days / 250 miles (17 portages)

On this trip outboard motors can shorten your travel time by approximately two days. Ample time should be allowed to provide for delays in air transportation due to fog in the coastal area. It is wise not to attempt the trip before June 15th.

Arrangements can be made for guides and air transportation through the Department of Indian Affairs and Northern Development. Members of the Indian Band at Big Trout Lake have established outpost fishing camps at points downstream.

The river provides a wide variety of scenery, wildlife and forest conditions. Fossils are very common on the lower Severn.

Brook trout are in rapids and tributary streams and pickerel and pike are common.

#### SIOUX LOOKOUT DISTRICT:

Maps Required

*Clendenning River 43L*

*Fort Severn 43M*

*Asheweig River 53H*

*Fawn River 53I*

*Dickey River 53P*

**WINNIPEG RIVER BASIN**



## **FAMOUS FUR ROUTE**

Follow the paddles of early fur traders on any of these 16 challenging canoe routes through the Winnipeg River system.

## **WINNIPEG RIVER BASIN**

One of the most important watersheds in northwestern Ontario, the Winnipeg River system, and its largest tributary, the English River, formed a portion of the major fur trade route via the Albany River from Fort Albany on James Bay to Fort Garry on Lake Winnipeg. The route of the early Canadian explorers through Lake of the Woods and the Winnipeg River to Lake Winnipeg was also used extensively by the fur brigades. The explorer, Alexander Mackenzie, who travelled the Winnipeg River in 1800, described the area as being "so broken by lakes and rivers that people may find their ways in canoes in any direction they please".

Lac Suel, the primary source of the English River, drains a large basin that reveals the ancient glacial history of the area. Topography varies from ice-scoured, bare, rocky ridges to pockets of deeper glacial soil deposits. Near the town of Dryden the area is relatively flat and contains the deeper clay soils which formed the bottom of the post glacial Lake Agazzi, created during the retreat of the last glacier. The major tributaries are the Wabigoon, Longlegged, Chukuni and Cedar Rivers.

Trans-Canada Highway 17 roughly follows the southern boundary of the basin and a terminal moraine running north-westerly between Red and Trout Lakes forms the northern boundary. The Trans-Canada routes of both the Canadian National and Canadian Pacific railways cross the region. The CPR runs parallel and close to the Trans-Canada Highway while the CNR follows a more northerly route. Most of the communities in the area are clustered along these major transportation arteries.

The Winnipeg drainage basin contains some of northern Ontario's richest ore deposits including gold at Red Lake and iron ore at Bruce Lake. Evidence of mining explorations and operations can be seen throughout the entire region. The gold discovery at Red Lake in 1926 stimulated the development of highways in the area. Before the construction of Highway 105 to connect Red Lake with the railways, all of the heavy equipment and supplies to work the mines at Red Lake were transported by barge from Sioux Lookout, along Lac Suel, and up the Chukuni River to Red Lake. Highway 599 was originally constructed to connect the mining area at Pickle Lake with the CPR. It has since been extended to connect with the Trans-Canada Highway 17.

Timber production is one of the primary industries of the area. A major network of secondary forest access roads has been

developed to transport forest products to the paper mills at Kenora, Dryden and Thunder Bay. The forest consists of mixed stands of jack pine, white and black spruce, balsam, poplar and white birch.

The region is renowned for its hunting and fishing and has produced world record fish. One of the few remaining herds in Ontario of woodland caribou have survived, with protection, in an isolated part of the area. Moose and deer are common and the commercial harvest of fur is an important part of the local economy.

#### **ROUTE 68**

### **VOYAGEURS' ROUTE - LAKE OF THE WOODS TO MANITOBA BOUNDARY**

**4 days / 60 miles**

Follow the Winnipeg River downstream from Kenora past Whitedog dam and enter Tetu Lake. Proceed north westward to Boundary Falls and enter Eaglenest Lake in Manitoba White-shell Provincial Park. Return to Kenora by Highway 596 from Whitedog Falls or through Swan, Pelicanpouch and Pickerel Lakes to a public forest access road.

**KENORA DISTRICT:**

Maps Required

*Kenora 52E*

*Pointe du Bois 52L*

#### **ROUTE 69**

### **CARIBOO FALLS LOOP**

**2 days / 32 miles (2 portages)**

From the Whitedog power dam 60 miles north of Kenora, it is an easy downstream trip on the Winnipeg River system through Tetu Lake, and then upstream on the English River, past Cariboo Falls into Umfreville Lake. The only portage on the second half of the circle is at the Whitedog Indian Reserve.

For a real wilderness adventure, which will require a minimum of two weeks' travelling time, extend this route by continuing north through Umfreville Lake to the Sturgeon River. Travel along the Sturgeon River through Sidney Lake and along either the Oiseau or Talon Rivers to Eagle Lake. To complete the loop, follow the Oiseau southwest to Snowshoe Lake, then through Wilson and Trapline Lakes and the Winding River south to Umfreville Lake.

**KENORA DISTRICT:**

Maps Required

*Pointe du Bois 52L*

#### **ROUTE 70**

### **BALL LAKE LOOP**

**14 days / 125 miles (23 portages)**

Upon reaching Ball Lake, after a 45-mile trip northeast from

Kenora, begin a clockwise circular trip along the English, Sturgeon and Longlegged River systems: Most of the rapids and portages occur along the latter two rivers. A few fly-in fishing lodges and a Hudson's Bay Company Post, at which supplies may be obtained, are almost the only evidence of man's presence in this unspoiled area of lakes, rapids and waterfalls.

**KENORA DISTRICT:**

Maps Required

*Lac Suel 52K*

*Pointe du Bois 52L*

## **ROUTE 71**

### **UPPER WABIGOON, ENGLISH RIVER**

**7 days / 70 miles (14 portages)**

Begin the trip at Clay Lake, located at the end of Highway 609 and north of the community of Vermilion Bay. Travel down the Wabigoon River to Ball and Tide Lakes, then up the English River to Ear Falls on Highway 105. Portages along the route are short, campsites are plentiful, and the town of Ear Falls contains stores and tourist outfitters.

The English River was a particularly important section of the fur traders' route between Fort William and the Albany River and the wide portages which were cut originally to permit fur traders to roll their wide York boats around the falls on Oak Lake are still usable. This route was heavily used, as recently as 1925, as an alternate route to Pakwash Lake during the Red Lake gold rush.

**KENORA DISTRICT:**

Maps Required

*Dryden 52F*

## **ROUTE 72**

### **CEDAR RIVER ROUTE**

**7 days / 70 miles (9 portages)**

This trip begins from Highway 609 at Clay Lake and the first portage over the height of land to Twilight Lake is the most difficult. The route, which crosses Highway 105 twice, may be terminated at Ear Falls or extended up the Chukuni River to the community of Red Lake.

**KENORA DISTRICT:**

Maps Required

*Dryden 52F*

## **ROUTE 73**

### **BLUE LAKE PROVINCIAL PARK LOOP**

**3 days / 10 miles**

This short route, beginning in the park, runs roughly parallel to the CNR line, loops to include Daniels and Cobble Lakes and ends at the Village of McIntosh on the CNR line.

**KENORA DISTRICT:**

Maps Required

*Dryden 52F*

#### ROUTE 74

### RED LAKE - LONGLEGGED LAKE CIRCLE ROUTE

#### 7 - 10 days / 160 miles (16 portages)

Starting at the town of Red Lake on Highway 105, travel through Parker and Medicine Stone Lakes into Longlegged Lake. Then follow the Longlegged River to the English River system and travel upstream through a series of lakes to Ear Falls. To complete the circle travel through Pakwash Lake and up the Chukuni River. During the Red Lake gold rush in 1926, this was an alternate route into the mining area.

#### SIOUX LOOKOUT DISTRICT:

Maps Required

*Carrol Lake 52M*

*Trout Lake 52N*

*Pointe du Bois 52L*

*Lac Seul 52K*

#### ROUTE 75

### PAKWASH LAKE - RED LAKE - TROUT LAKE CIRCLE ROUTE

#### 15 - 18 days / 228 miles (24 portages)

Pakwash Provincial Park is the starting point on this circle through a chain of large and small lakes and along Troutlake, Nungesser and Chukuni Rivers. You will pass through shallow Pakwash Lake, called Mujje-nepé (an evil lake) by the Indians and l'eau du demon (Devil Water) by the voyageurs, who feared the lake because of its sudden storms.

This excellent fishing area has good camping sites and some sand beaches.

#### SIOUX LOOKOUT DISTRICT:

Maps Required

*Trout Lake 52N*

*Lac Seul 52K*

#### ROUTE 76

### LAC SEUL ROUTE (Sioux Lookout to Red Lake)

#### 7 - 10 days / 165 miles (7 portages)

Begin the trip at Sioux Lookout and end at Ear Falls or travel up the Chukuni River to Red Lake. From here you may enter Pakwash Provincial Park which may be used as a base for exploring segments of this route.

Eighty-mile long Lac Seul, the major source of the English River system, was used by the Hudson's Bay Company as part of the route from the western fur lands to James Bay, and was also used to transport machinery to Red Lake during the gold rush.

#### SIOUX LOOKOUT DISTRICT:

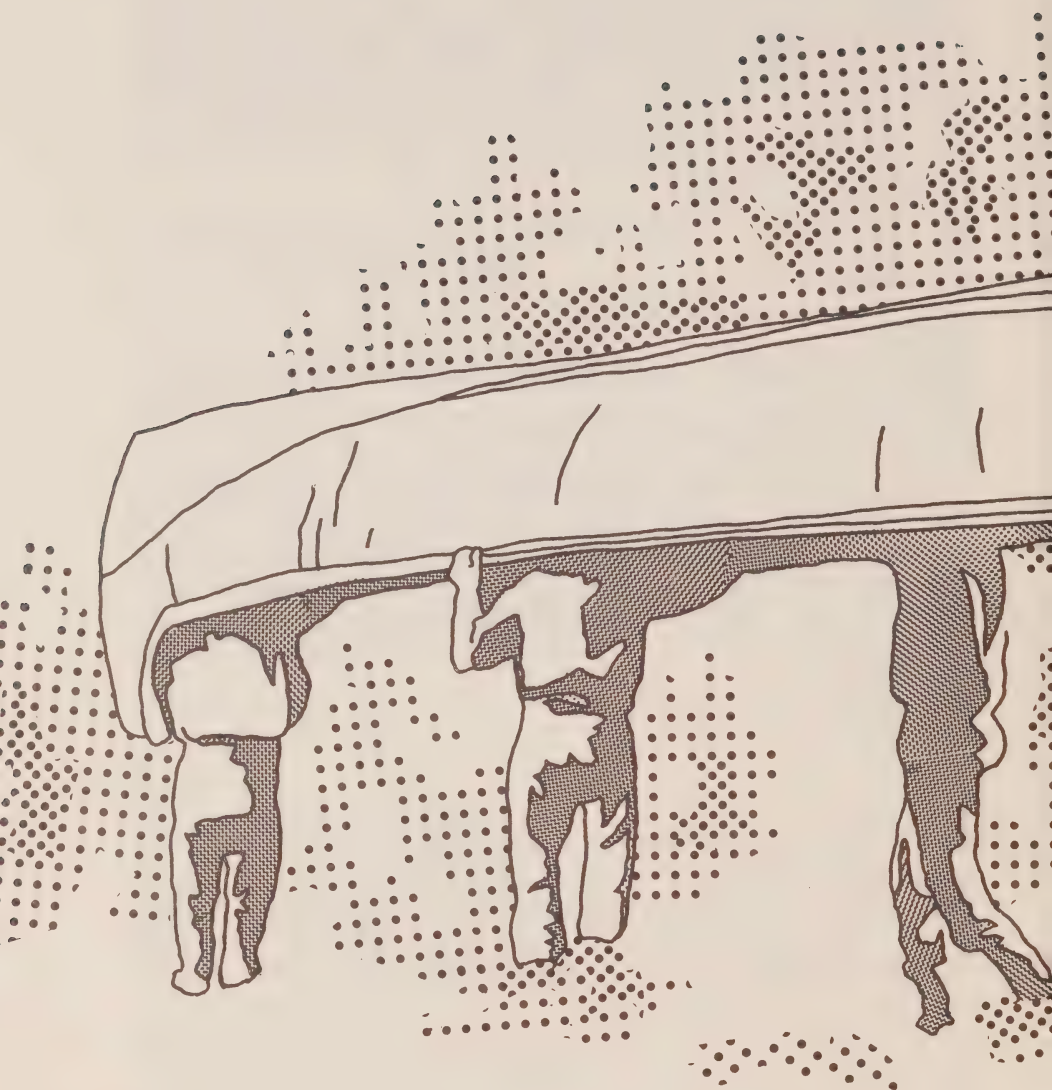
Maps Required

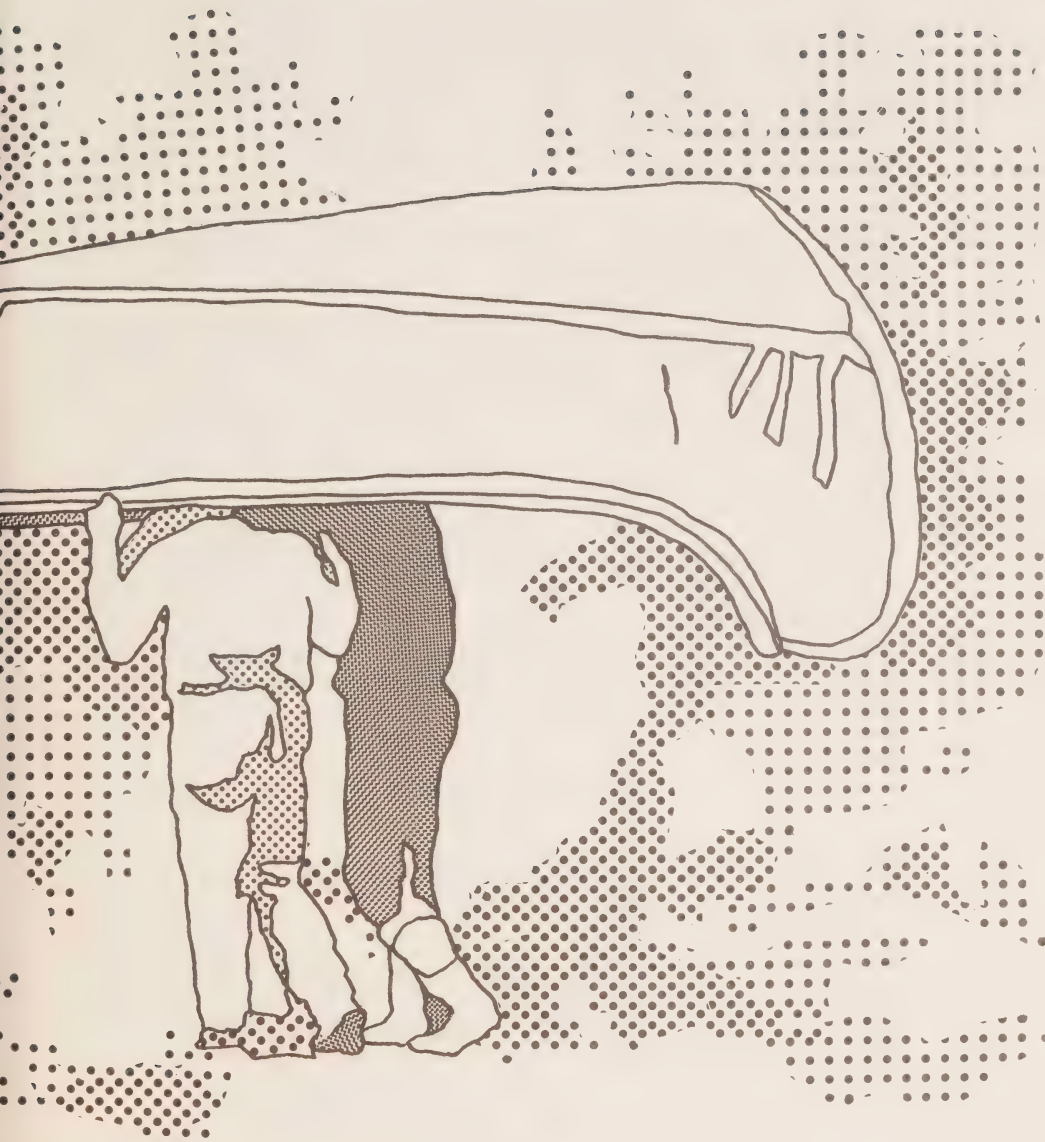
*Sioux Lookout 52J*

*Lac Seul 52K*

*Trout Lake 52N*







**ROUTE 77**

**ENGLISH RIVER - PRESS LAKE TO SIOUX LOOKOUT**

**5 days / 52 miles (10 portages)**

Press Lake may be reached by travelling 15 miles west on a secondary road from Highway 599. The trip provides interesting downstream travel through fast water areas into Minnitaki and Abram Lakes and ends at Sioux Lookout on Highway 72.

SIOUX LOOKOUT DISTRICT:

Maps Required

*Sioux Lookout 52J*

*Ignace 52G*

**ROUTE 78**

**SANDBAR LAKE, BARREL LAKE, PRESS LAKE, MAMEIGWESS LAKE LOOP**

**6 days / 85 miles**

Begin this trip from Sandbar Lake Provincial Park on Highway 599. This route goes through a chain of undeveloped lakes which contain trout, pickerel and pike.

SIOUX LOOKOUT DISTRICT:

Maps Required

*Sioux Lookout 52J*

*Ignace 52G*

**ROUTE 79**

**SANDBAR LAKE, DOWNHILL LAKE, ENGLISH RIVER AND INDIAN LAKE LOOP**

**6 days / 80 miles**

This trip, beginning at Sandbar Lake Provincial Park, combines downstream river travel, with travel on a series of connecting lakes, and ends at Sandbar Lake.

SIOUX LOOKOUT DISTRICT:

Maps Required

*Ignace 52G*

*Sioux Lookout 52J*

**ROUTE 80**

**ENGLISH RIVER, SOWDEN LAKE, BARREL LAKE AND SANDBAR LAKE ROUTE**

**6 - 8 days / 125 miles**

Enter the English River at Highway 17 and travel downstream for ninety miles to Barrel Lake. Then continue through thirty-five miles of connecting lakes to Sandbar Lake Provincial Park.

SIOUX LOOKOUT DISTRICT:

Maps Required

*Ignace 52G*

*Sioux Lookout 52J*

**ROUTE 81**

**SIOUX LAKE, MARCHINGTON LAKE, STURGEON RIVER ROUTE**

**10 days / 100 miles (20 portages)**

Travel east from Sioux Lookout through Marchington Lake and up the Sturgeon River and through Sturgeon Lake to the

landing where Highway 599 touches this lake.

**SIOUX LOOKOUT DISTRICT:**

Maps Required

*Sioux Lookout 52J*

*Ignace 52G*

**ROUTE 82**

**SIOUX LOOKOUT, MARCHINGTON RIVER LOOP**

**8 days / 120 miles (12 portages)**

Beginning and ending at Sioux Lookout, this trip combines downstream river travel with travel on a series of good fishing lakes.

**SIOUX LOOKOUT DISTRICT:**

Maps Required

*Sioux Lookout 52J*

*Ignace 52G*

**ROUTE 83**

**VERMILION RIVER, MINISS RIVER, ROOT RIVER LOOP**

**14 days / 250 miles**

These two major routes over the height of land between the northeastern end of Lac Suel and Lake Joseph are combined to form a circular route from Sioux Lookout. This is a rugged trip through picturesque and uninhabited country. Many of the portages are short and some rapids may be run with caution.

**SIOUX LOOKOUT DISTRICT:**

Maps Required

*Sioux Lookout 52J*

*Lake Saint Joseph 52O*



# LAKE OF THE WOODS DRAINAGE BASIN

## **LAKE OF THE WOODS DRAINAGE BASIN**

The Lake of the Woods drainage basin actually comprises the southern portion of the Winnipeg River system. The rivers in this system flow generally south and west, draining into the Rainy River waterway along the international boundary before entering Lake of the Woods.

The area is moderately hilly, covered with stands of spruce, pine, balsam, poplar and white birch, and everywhere laced with low ridges of exposed bedrock. Extensive agricultural settlement has taken place in the region lying between Rainy Lake and Lake of the Woods on the deeper soils deposited in the bed of the glacial Lake Agassiz.

Before European settlement of the area the intricate system of waterways permitting travel in every direction supported a large Indian population. These nomadic people moved freely over the area, fished in the larger lakes during the summer, harvested wild rice in the autumn and moved inland, in small groups, to winter hunting grounds. They continually waged minor wars with rival tribes from the south. Today, a large number of Indian reserves are scattered throughout the area.

Major economic development consists of iron mining at Steep Rock Lake near Atikokan and paper mills at Fort Frances, Kenora and Dryden. The region, which is one of the prime fishing and hunting areas in Ontario, supports a large tourist industry.

The major transportation routes include the Trans-Canada Highway 17, the Canadian Pacific Railway along the northern boundary, and Highway 11 running east and west through the southern portion. Highway 71 runs northerly from Fort Frances to Kenora. There is scheduled air service to Thunder Bay, Dryden and Kenora and charter float plane service available throughout the area.

**ROUTE 84**

**NORTHERN LIGHT LAKE LOOP**

**4 days / 60 miles**

Take Highway 588 west from Thunder Bay to Northern Light Lake. Travel through the following lakes: Mowe, Plumes, Greenwood, Twinhouse, Elevation, Saganaga and Wantello. The trip may be extended to Weikwabinonaw Lake along the Weikwabinonaw River.

THUNDER BAY DISTRICT:

Maps Required

*Northern Light Lake 52B/SE*

**ROUTE 85**

**WEIKWABINONAW RIVER, MARKS LAKE TO SAGANAGA LAKE**

**5 days / 75 miles**

Take a secondary road extension of Highway 590 from Thunder Bay to reach the starting point at Marks Lake. Include the following in the trip: Weikwabinonaw Lake and River, Greenwood, Dart, Hew, Elevation, and Saganaga Lakes, and finish the trip either at Cache Bay on Saganaga Lake or at the starting point.

THUNDER BAY DISTRICT:

Maps Required

*Northern Light Lake 52B/SE*

*Agnes Lake 52B/SW*

**ROUTE 86**

**KASHABOWIE RIVER TO NORTHERN LIGHT LAKE  
(via Saganaga Lake)**

**4 days / 50 miles**

Begin the trip at Upper Shebandowan Lake on Highway 11. Travel south through Grouse, Squeers, Heart, and Nelson Lakes and then follow the Nelson and Weikwabinonaw Creeks to Northern Light Lake's Trafalgar Bay. Portage to Saganaga Lake and return by Curran Bay, Northern Light Falls and Nelson Bay to the terminal point on Highway 588. The area surrounding these lakes is filled with wildlife including grouse, ducks and moose. Fishing is excellent. There are Indian pictographs along this moderately difficult route.

THUNDER BAY DISTRICT:

Maps Required

*Lac des Mille Lacs 52B/NE*

*Agnes Lake 52B/SW*

*Northern Light Lake 52B/SE*

**ROUTE 87**

**BURCHELL LAKE TO QUETICO PARK**

**7 days / 50 miles**

The starting point at Burchell Lake may be reached by a secondary road from Highway 802. From Burchell Lake, portage through Hernia Lake to Fountain Lake and proceed southwest

along Span Lake Creek to Snodgrass Lake. Portage into the Wawiag River and along Powell Creek and Mack Creek to Mack Lake on the eastern edge of Quetico Provincial Park.

**THUNDER BAY DISTRICT:**

Maps Required

*Lac des Mille Lacs 52B/NE*

*Northern Light Lake 52B/SE*

*Marmion Lake 52B/NW*

*Agnes Lake 52B/SW*

**ROUTE 88**

**QUETICO PROVINCIAL PARK**

Quetico, containing 1,750 square miles of forest and waterways, was first set aside as a Provincial Park in 1913. This area of tangled lakes and rivers, towering granite cliffs and rocky islands contains one of the outstanding canoe areas in Canada. Here, one may travel the portage routes established by Canada's native people and followed by the early explorers to the Canadian west. Every bend in the river will reveal the rich human and natural history of the area.

Twelve major canoe routes, including the Voyageur Route of the fur trade era, are described in a separate booklet. There are many less travelled routes to provide side trip possibilities for the more experienced canoeist.

Access to the north side of the park is via Highway 11 to the Dawson Trail Campground on French Lake. Canoeists entering from the United States through the Boundary Waters Canoe Area must clear Canadian Customs at one of the four outpost stations along the international boundary.

Ask for the booklet "Canoe Routes—Quetico Provincial Park" and Map 56A—Quetico Provincial Park—50c.

**FORT FRANCES DISTRICT:**

**ROUTE 89**

**VOYAGEURS' HIGHWAY - LAC LA CROIX TO RAINY LAKE**

**4 days / 80 miles (2 portages)**

Before 1821, Lac La Pluie (Rainy Lake) was the meeting place of the Athabaskan and Montreal traders to relay Athabaskan furs in exchange for trading goods. The Northwest Company needed these two trading brigades as the distance from Athabaska to Fort William was too far to travel in a single summer. This section of the route runs from the town of Fort Frances on Rainy Lake, 40 miles east to Namaken Lake and from there 40 miles further to Lac La Croix.

**FORT FRANCES DISTRICT:**

Maps Required

*International Falls 52C*



## **ROUTE 90**

### **VOYAGEURS' HIGHWAY - RAINY LAKE TO THE MANITOBA BORDER (Via the Rainy River)**

**14 days / 200 miles**

Prior to the impact of civilization and establishment of pulp and paper mills along its banks, the Rainy River, with a current of two to five miles per hour, flowed through an area heavily forested with oak, maple, birch, pine and cedar. The area has been extensively logged and much of the land along the river bank is privately-owned and has been cleared for agriculture. It is necessary to portage around log booms at Fort Frances. The distance from Fort Frances to the Lake of the Woods is 75 miles. Because of the wide expanse of water and relatively shallow depth, the southern section of this lake, known as the Big Traverse, can become extremely rough and should be crossed with caution.

**FORT FRANCES DISTRICT:**

Maps Required

*International Falls 52C*

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*Detailed chart No. 6201 (Lake of the Woods) is available @ .50c from:  
Canadian Hydrographic Service,  
Department of Energy, Mines & Resources,  
615 Booth Street,  
Ottawa, Ontario.*

## **ROUTE 91**

### **LAKE OF THE WOODS**

Containing some 12,000 pine-studded islands, Lake of the Woods provides an infinite variety of canoe trips. A circular route around the Aulneau Peninsula, for example, will pass many sites associated with the legends and early history of the area. On the islands are numerous Indian rock paintings and the only nesting ground in Ontario of the majestic white pelican. There are a number of access points to Lake of the Woods. The major town is Kenora at the northern outlet into the Winnipeg River.

**KENORA DISTRICT:**

Maps Required

*Kenora 52E*

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*Detailed Charts No. 6202, 6203, 6204, 6205 are available at .50c each from:  
Canadian Hydrographic Service  
Department of Energy, Mines & Resources,  
615 Booth St.,  
Ottawa, Ontario.*

## **ROUTE 92**

### **SEINE RIVER ROUTE (Atikokan to Rainy Lake)**

**5 days / 95 miles (2 portages)**

The Seine River, flowing west from Atikokan into Rainy Lake,

is a northern alternative to the Lac La Croix Waterway. First explored in 1688 by Jacques de Noyon, who travelled it on his journey from Lake Superior, the route is more difficult than the "Voyageurs' Highway" and has not been as commonly used. Highway 11 runs parallel to the route which begins at Steep Rock Lake near Atikokan and ends at Fort Frances.

FORT FRANCES DISTRICT:

Maps Required

*Quetico 52B*

*International Falls 52C*

#### ROUTE 93

### **TURTLE RIVER ROUTE**

#### **7 - 10 days / 120 miles (20 portages)**

This route runs through Swell and Red Gut Bays on Rainy Lake, along the Turtle and Wabigoon Rivers to Dinorwic Lake and ends at the community of Wabigoon on Highway 17. A fast-flowing stream, the Turtle River has an average width of 100 feet and follows a winding course between low banks and over 16 sets of rapids and one 50 foot waterfall. This is an excellent area for wildlife photography. Indian pictographs are located on the route.

KENORA DISTRICT:

Maps Required

*Dryden 52F*

*International Falls 52C*

#### ROUTE 94

### **MANITOU LAKES ROUTE**

#### **12 days / 125 miles (18 portages)**

This route beginning at the community of Wabigoon on Highway 17, once the hub of a flourishing gold rush in the late 1800's, follows one of the waterways first explored by LaVerendrye. Portages are cleared, campsites prepared, and fishing is excellent. Indian pictographs may be viewed along the route. The trip ends at Fort Frances on Rainy Lake.

KENORA DISTRICT:

Maps Required

*International Falls 52C*

*Dryden 52F*

*Kenora 52E*

#### ROUTE 95

### **FORT FRANCES TO VERMILION BAY - via Pipestone Lake**

#### **10 days / 100 miles (more than 12 portages)**

Begin the trip at Fort Frances or at Hope Portage on Rainy Lake and travel north through Footprint, Jackfish, Loonhaunt, Pipestone, Lawrence, Rowan and Atikwa Lakes. Proceed from Canal Bay on Atikwa Lake to Passover and Chancellor Lakes, ending the trip at Meridian Bay on Eagle Lake. This route is more difficult than the Manitou Lakes Route.

FORT FRANCES DISTRICT:

Maps Required

*International Falls 52C*

*Dryden 52F*

**ROUTE 96**

**BURDITT LAKE LOOP**

**4 days / 35 miles (5 portages)**

Begin at the public dock on Burditt Lake at the end of Highway 615 and travel through Burditt, Weld, Loonhaunt and Jackfish Lakes. This short trip provides travel through undeveloped areas away from civilization.

**FORT FRANCES DISTRICT:**

Maps Required

*International Falls 52C*

**ROUTE 97**

**NESTOR FALLS LOOP**

**7 days / 100 miles (13 portages)**

From Nestor Falls on Highway 71, travel east over a series of small lakes including Pinus, and Kishkutena to Pipestone, then circle north through Lawrence, Rowan, Denmark and Caviar to Dogpaw and Regina Bay. The return trip is south through Whitefish Bay, Turtle Portage to Sabaskong Bay and Nestor Falls.

**FORT FRANCES DISTRICT:**

Maps Required

*International Falls 52C*

*Dryden 52F*

**ROUTE 98**

**FORT FRANCES TO REDGUT BAY - RAINY LAKE**

**3 days / 50 miles**

Consisting of three interconnecting basins, the roughly L-shaped Rainy Lake, in spite of its size, has very few stretches of open water. Canoeing can be dangerous when storms create very high waves on this lake. Whitefish, pickerel and pike provide good fishing.

**FORT FRANCES DISTRICT:**

Maps Required

*International Falls 52C*

**ROUTE 99**

**KAKAGI LAKE LOOP**

**3 days / 40 miles (5 portages)**

Begin at Kakagi Lake on Highway 71 and travel through Cameron, Shingwak, Isinglass, Caviar, Dogpaw, Flint and Cedar-tree Lakes.

**KENORA DISTRICT:**

Maps Required

*Dryden 52F*

**ROUTE 100**

**LAKE OF THE WOODS - EAGLE LAKE LOOP**

**10 days / 115 miles**

Begin at Sioux Narrows or Rushing River Provincial Park on

Highway 71, or at Vermilion Bay on Highway 17. This scenic route includes travel through Dogtooth, Hawk, Highwind, Porcus, Winnange, Teggau, Eagle and Dryberry Lakes, and 45 miles of travel among the islands in Lake of the Woods.

**KENORA DISTRICT:**

Maps Required

*Dryden 52F*

*Kenora 52E*

#### **ROUTE 101**

#### **VERMILION BAY - SOUTHERN LOOP**

**10 days / 110 miles (15 portages)**

This is a difficult and challenging route. Start at Vermilion Bay, on Highway 17, or at Sioux Narrows on Highway 71. From either of these locations circle through Teggau, Dryberry, Caviar, Denmark, Atikwa, and Populus Lakes, and then canoe down the Pissegomang River to Eagle Lake and return to Vermilion Bay.

**KENORA DISTRICT:**

Maps Required

*Kenora 52E*

*Dryden 52F*

#### **ROUTE 102**

#### **VERMILION BAY TO DRYDEN**

**7 days / 60 miles (3 portages)**

This trip from Vermilion Bay to Dryden is an easy route, in spite of one portage over two miles long. Begin at Vermilion Bay and travel through the main portion of Eagle Lake to Bear Narrows and then south into Osbourne Bay. From Osbourne Bay travel east and north through Ingall, Dore, and Trapp Lakes and into Contact Bay on Wabigoon Lake. Proceed north on Wabigoon Lake to Dryden.

**KENORA DISTRICT:**

Maps Required

*Kenora 52E*

*Dryden 52F*

#### **ROUTE 103**

#### **IGNACE TO WHITE OTTER LAKE ROUTE**

**4 days / 22 miles (15 portages)**

Start from Agimak Lake just west of the community of Ignace on Highway 17. The return trip to Ignace requires four days, or eight days if one chooses to return via the Turtle and Wabigoon Rivers to Dinorwic on Highway 17. White Otter Lake, long noted for its deep clear trout waters, is the site of a unique log castle built by a Scottish trapper for a bride who never arrived.

**SIOUX LOOKOUT DISTRICT:**

Maps Required

*Press Lake 52G/NW*

*Gulliver River 52G/SW*

*Metionga Lake 52G/NE*

*Pakashkan Lake 52G/SE*



# LAKE SUPERIOR DRAINAGE BASIN

## LAKE SUPERIOR DRAINAGE BASIN

Because the rim of the Pre-Cambrian Shield is only sixty miles north of the Canadian shore of Lake Superior, the rivers in this watershed are short, clear, and swift-flowing, tumbling in steep courses over innumerable rapids and falls. Consequently, many of them, particularly the Nipigon, Michipicoten and Montreal, have been dammed to provide hydro-electric power. A series of dams have diverted the flow of Ogoki River from the Albany watershed to Lake Superior by way of Lake Nipigon and the Nipigon River.

The terrain in the Lake Superior drainage basin is, without doubt, the roughest in Ontario. Containing the province's two highest peaks, Tip Top Mountain (2,120') and Batchawana Mountain (2,100'), the land, particularly around Lake Nipigon, is broken into huge rock-covered hills and cliffs, while near Geraldton, the gently rolling plain of bedrock is broken by low gravel ridges left behind by the glaciers that scoured out this area. Minerals abound in the area and iron is presently being mined near Wawa. The Lake Superior basin is forested with a mixed growth of black and white spruce, jackpine, balsam fir, aspen and white birch, which support a number of paper mills.

The Trans-Canada Highway 17 and Canadian Pacific Railway follow the coast of Lake Superior while the northern routes of the Trans-Canada Highway 11 and the Canadian National Railway run through the northern section of this region. In addition, Highways 614 and 625 connect the northern and southern routes of the Trans-Canada Highway. Settlement is concentrated in relatively few communities along the major transportation arteries. There are commercial fishing and hunting camps throughout the area, many accessible only by float-equipped aircraft.

#### ROUTE 104

### VOYAGEURS' ROUTE - GRANDE PORTAGE TO LAC LA CROIX

8 days / 150 miles (30 portages)

First described by the explorer LaVerendrye, this route, following up the Pigeon River from Lake Superior, became the main fur trade path of the Northwest Company between Rainy River and Montreal. After 1803, a border dispute diverted much of the traffic to the all-Canadian route via the Kaministiquia River and Lac des Mille Lac. The route was never again heavily used due to the nine-mile "grande portage" required to by-pass unnavigable water near the mouth of the Pigeon River. The trip may end at Lac La Croix or be continued to Rainy Lake. The route now marks the international boundary and is bordered on the north by Quetico Provincial Park and on the south by the Boundary Waters Canoe Area of Superior National Forest.

#### THUNDER BAY OR FORT FRANCES DISTRICT:

Maps Required

*Fort William, Port Arthur 52A/SW*

*Sand Point 52C/SE*

*Northern Light Lake 52B/SE*

*Seine River 52C/NE*

*Agnes Lake 52B/SW*

#### ROUTE 105

### DAWSON TRAIL ROUTE - KAMINISTIQUE ROUTE

6 days / 76 miles (6 portages)

This route was named after Simon Dawson who was commissioned to construct a wagon road from Lake Superior to Shebandowan Lake along the portages of the Voyageur Route. The road, linked by steam ferries, was intended to improve communication between Upper Canada and the new Red River settlement near Fort Garry. Ironically, the first major use of the road was in 1870 when the 1800-man Wolseley expedition was dispatched westward to suppress the Riel Rebellion in the Red River Colony.

Begin at the community of Shebandowan on Highway 11 and travel north through the shallow, sometimes turbulent Lac des Mille Lacs. Proceed south and west through French, Pickerel and Sturgeon Lakes and down the Maligne River to Lac La Croix on the south boundary of Quetico Provincial Park.

This trip ends at French Lake on Highway 11 or may be continued for another 120 miles to Rainy Lake and Fort Frances.

#### THUNDER BAY OF FORT FRANCES DISTRICT:

Maps Required

*Lac des Mille Lacs 52B/NE*

*Agnes Lake 52B/SW*

*Marmion Lake 52B/NW*

*Sand Point Lake 52C/SE*

## **ROUTE 106**

### **KASHABOWIE LOOP**

**2 days / 20 miles**

Beginning at the community of Kashabowie on Highway 11, travel southwest along the Upper Shebandowan to Greenwater River, portage to Greenwater Lake and travel northeast along East Bay to Loch Erne and the Upper Shebandowan.

**THUNDER BAY DISTRICT:**

Maps Required

*Lac des Mille Lacs 52B/NE*

## **ROUTE 107**

### **GULL RIVER ROUTE - TO LAKE NIPIGON**

**7 days / 100 miles (17 portages)**

Enter Heaven Creek from a secondary road off Highway 800 and proceed downstream into Gull River. The trip ends at the highway crossing near Gull Bay of Lake Nipigon. There is excellent brook trout fishing in this stream or in a side trip up the Mooseland River to Garden Lake.

**THUNDER BAY DISTRICT:**

Maps Required

*Nipigon 52H*

## **ROUTE 108**

### **LAKE NIPIGON**

Covering 1,870 miles, Nipigon is the largest lake in Northern Ontario and the home of trophy-size brook and lake trout. During the fur trade era a number of Hudson's Bay Company posts were established on its rocky shores, and York boats plied these waters on the route from Lake Superior to Fort Albany on James Bay.

**THUNDER BAY DISTRICT:**

Maps Required

*Armstrong 52I*

*Nipigon 52H*

## **ROUTE 109**

### **BLACK STURGEON RIVER ROUTE**

**3 days / 40 miles (15 rapids)**

Draining the area west of Lake Nipigon, the Black Sturgeon River flows parallel to the Nipigon River and south to Lake Superior. Three control dams make it an easy paddle, and there is secondary road access to Black Sturgeon Lake. The trip ends at the point where the river crosses Highway 17.

**THUNDER BAY DISTRICT:**

Maps Required

*Fort William 52A*

*Nipigon 52H*



#### **ROUTE 110**

#### **NIPIGON RIVER ROUTE**

**4 days / 30 miles**

The journals of most early explorers referred to the difficulties of travel on this river which drops 250 feet in 30 miles. The river has been modified by the construction of three hydro-electric dams but should still be travelled only by skilled canoeists. There is excellent brook trout fishing in the fast water areas.

THUNDER BAY DISTRICT:

Maps Required

*Fort William 52A*

*Nipigon 52H*

#### **ROUTE 111**

#### **BLACKWATER RIVER ROUTE**

**2 days / 27 miles (3 portages)**

Each June, this route from Jellicoe to Beardmore is the scene of an exciting canoe race in which some of Ontario's best canoeists cover the entire course in approximately three and one-half hours. The route runs parallel to Highway 11 and good campsites are available for an overnight stop.

GERALDTON DISTRICT:

Maps Required

*Jellicoe 42E/NW*

#### **ROUTE 112**

#### **STEEL LAKE AND STEEL RIVER CIRCLE ROUTE**

**10 - 15 days / 96 miles (19 portages)**

Popular for many years, this challenging trip combines lake and river travel through a varied and interesting wildlife habitat. The water depth changes greatly during the year. The trip begins and ends at Highway 17, approximately 25 miles west of Neys Provincial Park.

GERALDTON DISTRICT:

Maps Required

*Steel Lake 42E/SE*

*Heron Bay 42D/NE*

#### **ROUTE 113**

#### **STEEL LAKE - STEEL RIVER TO LONGLAC ROUTE**

**10 - 15 days / 92 miles (27 portages)**

This difficult but enjoyable trip includes the first half of the Steel Lake Circle Route and continues northward through a chain of lakes to the town of Longlac on Highway 11.

GERALDTON DISTRICT:

Maps Required

*Longlac 42E/NE*

*Steel Lake 42E/SE*

*Heron Bay 42D/NE*

**ROUTE 114**

**WHITE RIVER TO BREMNER**

**2 days / 7 miles (11 portages)**

With portages which total only one and three-quarter miles, this downstream trip on the White River begins at the town of White River and ends at the town of Bremner on Highway 17.

WHITE RIVER DISTRICT:

Maps Required

*White River 42C/NW*

**ROUTE 115**

**WHITE RIVER TO PAKOAWAGA LAKE**

**2 days / 7 miles (2 portages)**

This trip is an extension of the White River to Bremner route beginning and ending at Highway 17 about six miles east of White Lake Provincial Park.

WHITE RIVER DISTRICT:

Maps Required

*White River 42C/NW*

**ROUTE 116**

**WHITE RIVER - BRENNER RIVER - PINEI LAKE**

**5 days / 40 miles - one way (10 portages)**

Local commercial air services provide transportation to Pinei Lake for downstream travel to Highway 17. It is possible to travel up the river and return through rugged Pukaskwa wilderness country. Good fishing for brook trout and pickerel.

WHITE RIVER DISTRICT:

Maps Required

*White River 42C/NW*

*Pukaskwa River 42C/SW*

**ROUTE 117**

**LITTLE WHITE RIVER - POKIE LAKE ROUTE**

**3 days / 20 miles (7 portages)**

Begin this trip where the Little White River crosses Highway 17 eleven miles south of the town of White River and reach Pokie Lake the first day. Spend a leisurely second day enjoying the brook trout fishing and proceed downstream to the town of White River.

WHITE RIVER DISTRICT:

Maps Required

*White River 42C/NW*

*Pukaskwa River 42C/SW*

**ROUTE 118**

**TEDDER RIVER TO WAWIGAMI LAKE**

**4 days / 22 miles (6 portages)**

Easy portages along this route make it a particularly good one for inexperienced canoeists. Begin at the Tedder River bridge on Highway 17, six and one-half miles east of the town of White

River and pass through several adjoining lakes on the way to Wawigami Lake. Pike, pickerel, lake and brook trout fishing is good all along the route.

WHITE RIVER DISTRICT:

Maps Required

*White River 42C/NW*

#### **ROUTE 119**

#### **HAMMER LAKE - UNIVERSITY LAKE - OBATANGA LAKE**

**4 days / 18 miles (4 portages)**

Begin this trip at Highway 17 approximately seventeen miles east of the town of White River and five miles west of the entrance to Obatanga Provincial Park. Travel through Hammer Lake, University Lake and Obatanga Lake rejoining Highway 17 at a point five miles south of the starting point.

WHITE RIVER DISTRICT:

Maps Required

*Pukaskwa River 42C/SW*

#### **ROUTE 120**

#### **KNIFE LAKE - UNIVERSITY RIVER - HAMMER LAKE**

**4 days / 24 miles (5 portages)**

This trip commences from the Fungus Creek bridge, twenty-two miles east of White River on Highway 17 at the northern boundary of Obatanga Provincial Park. It can be an extension of Hammer Lake, University Lake and Obatanga Lake canoe route.

WHITE RIVER DISTRICT:

Maps Required

*Pukaskwa River 42C/SW*

#### **ROUTE 121**

#### **MICHIPICOTEN RIVER ROUTE (Lake Superior to Dog Lake)**

**3 - 5 days / 60 miles (9 portages)**

This trip, combining upstream river and lake travel, was the first stage of the historic fast packet mail route of the Hudson's Bay Company from Fort Michipicoten on Lake Superior to Moose Factory on James Bay. The flow of this once rapid river has been modified by a number of dams to provide a pleasant easy journey from Highway 17 to Highway 651.

WHITE RIVER DISTRICT:

Maps Required

*Goudreau 42C/SE*

*Michipicoten 41N/NE*

#### **ROUTE 122**

#### **SAND RIVER ROUTE (To Lake Superior Provincial Park)**

**6 days / 35 miles (28 portages)**

To reach Sand Lake, travel north from Sault Ste. Marie on the Algoma Central Railway for a distance of 140 miles. The Sand

River tumbles down 600 feet through some of the most rugged and beautiful areas of Lake Superior Provincial Park. Paddling is difficult even for an experienced canoeist because of the fast water and numerous portages. Brook trout fishing in the area is quite good.

**WHITE RIVER DISTRICT:**

Maps Required

*Michipicoten 41N/NE*

#### **ROUTE 123**

#### **BATCHAWANA RIVER ROUTE**

**4 days / 30 miles (9 portages)**

To reach the Batchawana River travel north from Sault Ste. Marie on the Algoma Central Railway to Batchawana Station (Mile 80). This route, through some of the most spectacular scenery in the Algoma country, should be attempted only in May or June when water levels are high. The trip ends where the river reaches the Trans-Canada Highway 17, forty-three miles north of Sault Ste. Marie.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Batchawana 41N/SE*

*Sault Ste. Marie 41K/NE*

#### **ROUTE 124**

#### **GOULAIS RIVER ROUTE (Ragged Lake to Searchmont)**

**5 days / 40 miles (16 portages)**

This downstream trip starts at Ragged Lake and ends at Searchmont, both sites accessible by forest access road. There are numerous rapids, falls, quiet waters and some sections require extreme caution and good judgment. Canoe parties should have previous river experience. There is good brook trout fishing in the rapids.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Wenebagon Lake 41O/SW*

*Wakomata Lake 41J/NW*

*Sault Ste. Marie 41K/NE*

#### **ROUTE 125**

#### **GARDEN RIVER ROUTE**

**2 days / 40 miles**

This easy trip begins at a logging dam adjacent to the forest access road from Highway 556 approximately 25 miles northeast of Sault Ste. Marie and ends at the community of Garden River on Highway 17. The route should only be travelled during periods of high water in May and June. The last seven miles of the river pass through an Indian Reserve.

**SAULT STE MARIE DISTRICT:**

Maps Required

*Wakomata Lake 41J/NW*

*Sault Ste. Marie 41K/NE*



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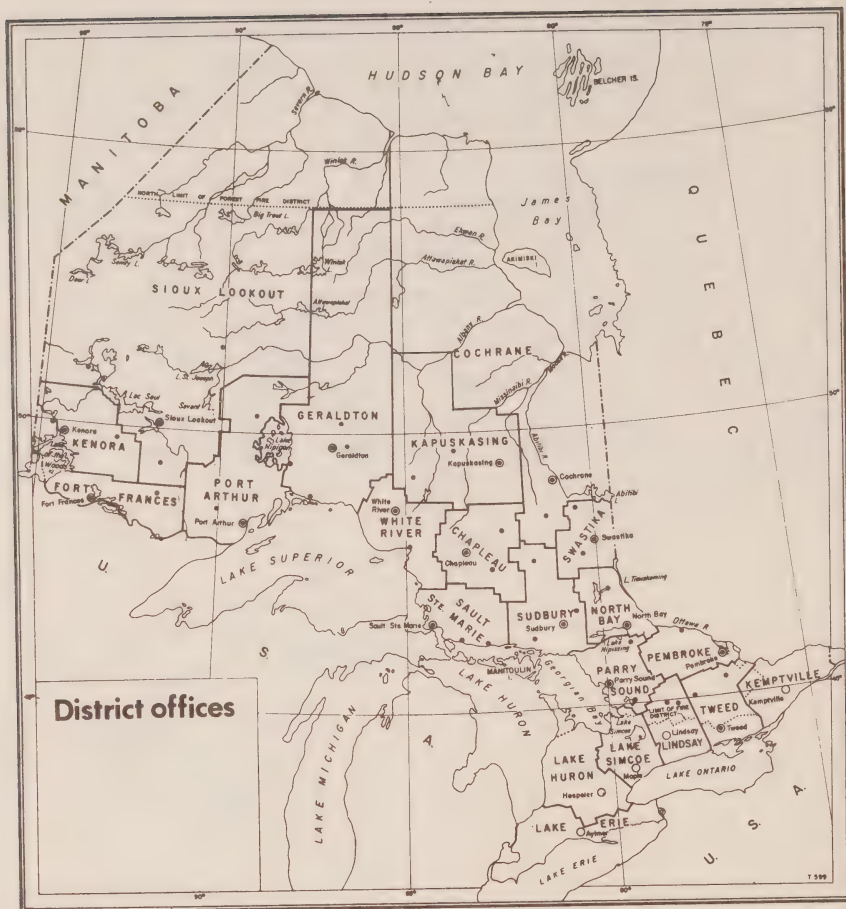
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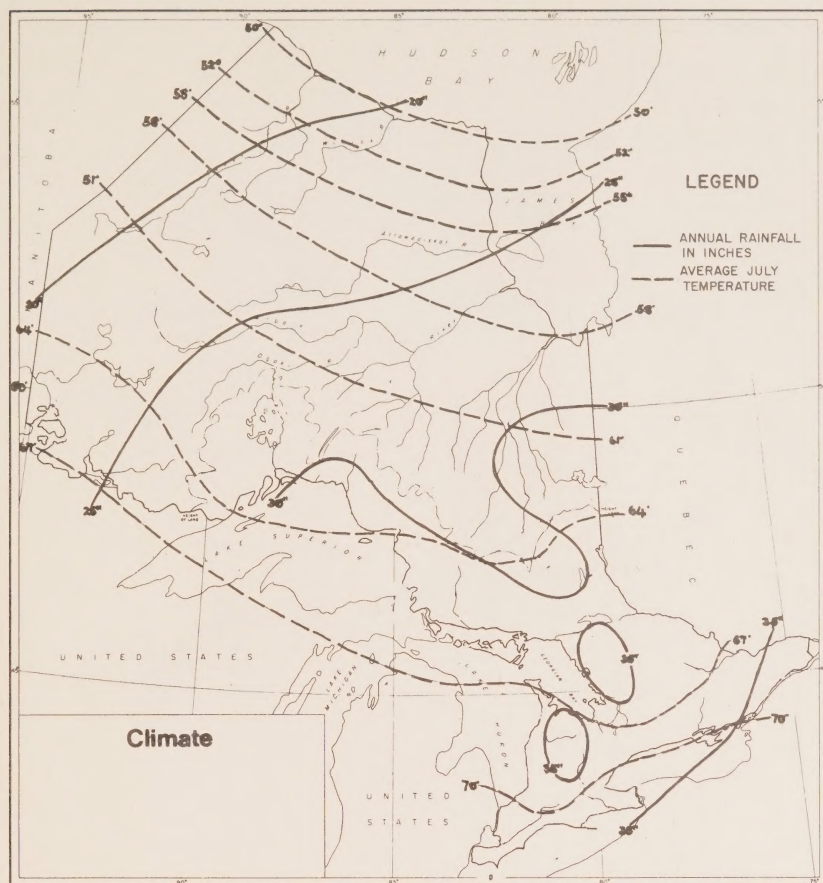
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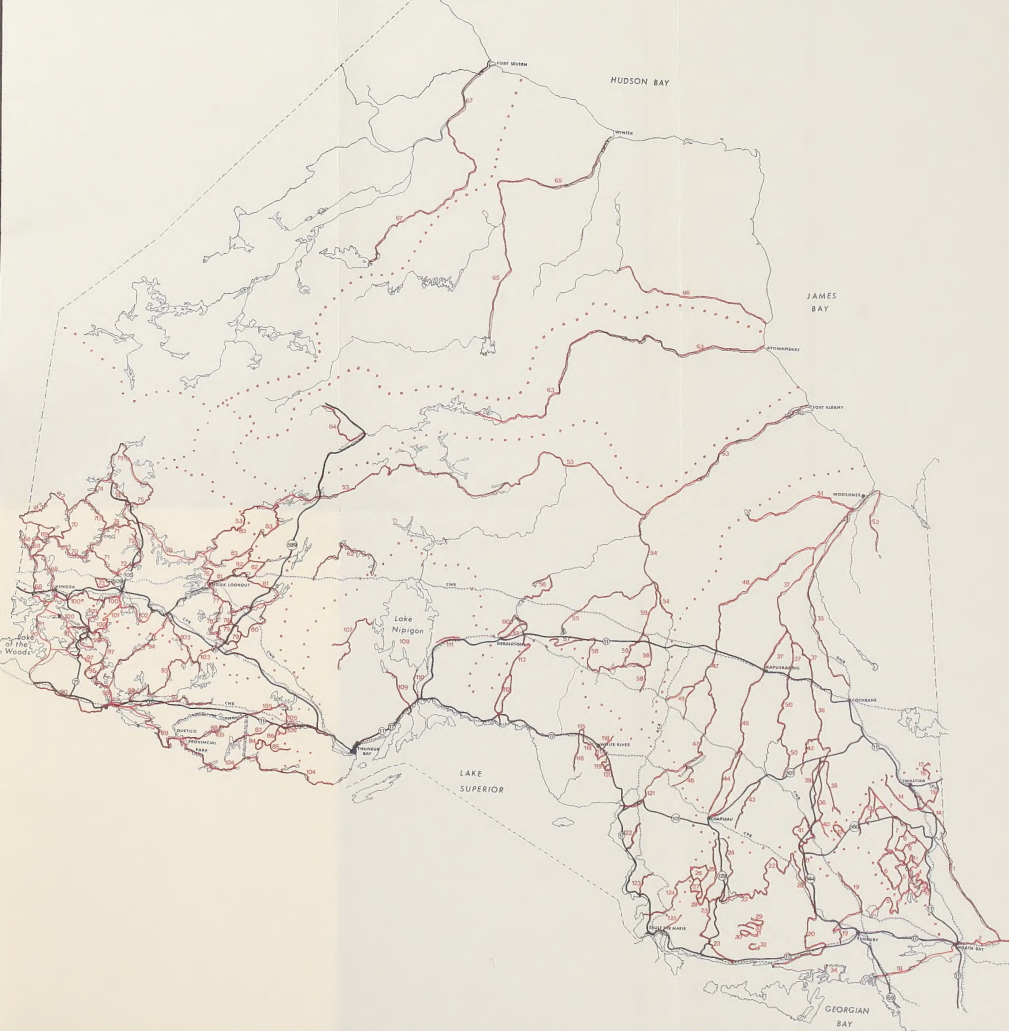














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